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# New-York Daily Times.

VOL. IV—NO. 957. NEW-YORK, THURSDAY, OCTOBER 12, 1854. PRICE TWO CENTS.

New-York Daily Times.

## LOSS OF THE ARCTIC.

### Collision Between the Steamer and a Propeller off Cape Race.

### PROBABLE LOSS OF TWO TO THREE HUNDRED LIVES.

### INSTANT DESTRUCTION OF THE ARCTIC.

### FIVE BOAT LOADS OF PASSENGERS MISSING.

### RESCUE OF THIRTY-TWO PERSONS.

### Arrival of Eighteen Survivors at this Port

### INTENSE SUFFERINGS AT SEA.

### NARRATIVES OF THE SURVIVORS.

### Capt. Luce of the Arctic, Mrs. E. K. Collins, Duc de Grammont, and others, Lost.

### HIGHLY INTERESTING PARTICULARS.

The melancholy particulars of the loss of the Collins steamship ARCTIC were spread before our readers yesterday in an Extra Edition of the DAILY TIMES, and in a large part of our regular edition. The City was filled with mourning for the loss of so many valuable lives, and all classes of the community felt for the calamities of others as though they had been their own. We do not remember an occasion when sympathy so universal and unaffected has been bestowed upon the sufferers by a terrible catastrophe.

*Authentic details of the loss of the* ARCTIC were gathered yesterday by our Reporters, and are this morning published in our columns at full length. The facts ascertained are briefly these: The ARCTIC, when off Cape Race, at noon on the 27th September, came into collision with a first-class steam-propeller; and by the violence of the shock both vessels sprang a leak at the same moment. The propeller being built with water-tight compartments, is supposed to have escaped destruction. But not so the ARCTIC, which sank in a very short time, taking down with her the Captain of the vessel, LUCE, the wife and one child of E. K. COLLINS, Esq., proprietor of the line, the DUC DE GRAMMONT, EDWARD SANDFORD, Esq., a distinguished lawyer of this City, and, it is feared, Mr. GEO. F. ALLEN, Mr. WM. B. BROWN, and other prominent citizens of New-York. *Thirty-two* of the survivors were rescued by the *Huron*; and *eighteen* of this number were subsequently transferred to the bark *Lebanon*, and arrived at this port. Those who have reached the City are in as good health as can be expected, after the hardships they have endured; two only of their number having been compelled to undergo delay at Quarantine, and these by injuries and not in consequence of sickness.

The Telegraphic dispatches received from Halifax report the arrival of a considerable number of the survivors at that port, and hopes are held out that more lives have been saved than was at first reported.

We give below the latest intelligence received from Halifax, with the detailed statements of the officers, passengers and crew of the ARCTIC. Everything pertaining to the history of the catastrophe will be read with absorbing interest:

HALIFAX, Wednesday Morning.

No intelligence has been received of the missing boats of the *Arctic*. In addition to the brigantine *Ann Eliza*, dispatched by Messrs. WARREN BROS., under an arrangement with the American Consul, and other vessels, we are happy to state that Rt. Rev. Dr. FIELD has placed his yacht *Hawk* at the disposal of Mr. NEWMAN, who lost no time in engaging a crew and fitting her out for sea.

She left at 1 o'clock P. M. yesterday with instructions to cruise for six days to the southward of the Island. It was generally expected that Mr. WHITE, of the New-York, Newfoundland and London Telegraph Company, would have dispatched the Company's steamer *Victoria* to cruise for the missing boats. The steamer arrived from the westward on Monday evening, and remained at the Company's wharf until yesterday, at noon.

We understand the reply to Mr. NEWMAN's application for her, was that she could be had for $500 per day. We believe her burden is about 200 tons.

The following statement of the loss of the *Arctic* by Mr. BAALHAM, the Second Officer, appeared in an Extra of the *Ledger*, on Tuesday:

Mr. BAALHAM and the other officers, crew and passengers, saved in the two boats, arrived at Broad Cove, and reached here on Tuesday.

On Wednesday, 27th, at noon, Cape Race bearing N. W. 50 miles distant, while running in a very thick fog, were struck on the starboard bow, about sixty feet abaft the cutwater, by an iron steamer, which made three large holes in the ship,—two below the water, one of which was about five and a half feet in length and one or one and a half feet wide, leaving the whole cutwater and stem of the iron steamer clean through the *Arctic's* side.

So dense was the fog that the vessel could not be seen a minute before the collision. The wheel was put hard to starboard, the engine stopped instantly, and backed at full speed until clear of the other steamer, which occupied a couple of minutes.

The French steamer seemed to be sinking bow first. Captain LUCE immediately gave orders to clear away the quarter boats, which was done, and Mr. GOURLEY, Chief Officer, left the *Arctic*, in charge of the starboard boat.

On lowering the port boat, the Captain exclaimed, "Hoist up that boat again, Mr. BAALHAM," and beckoned me to go to him. Upon doing so, he ordered me to go over the bow to ascertain, if possible, what damage had been done. I then found the holes above mentioned. Upon informing him of the facts, he gave orders to get sails up and try and get them round the bow, to endeavor to stop the leak, which was promptly done, but to no advantage whatever, so much of the bow and iron broken off from the other steamer projecting that the sails could not be brought close to the vessel's side.

The carpenter was then lowered down over the vessel's side, and pillows and mattresses passed down to him, to try if possible to force them in; but the leak was found to be so far below the water line that they could not be got in, and every exertion to stop the leak proved unavailing.

Capt. LUCE then ordered the ship's head to be kept for land, which bore N. W. by W. By this time we had lost sight of the Chief Officer's boat, and the other steamer, which we supposed had sunk.

We had not been on our course more than four or five minutes before she ran over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one who caught hold of a rope hanging over the bow. Directly the boat was seen orders were given to stop the engine, which the Chief Engineer said could not be done, as the ship was fast sinking.

In about thirty minutes all the lower fires were out, and at least three feet of water in the ship fore and aft. By this time the confusion among the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going, and in lightening the ship forward for the purpose of endeavoring to get at the leak from the inside, which was found to be useless—and numbers of them going into the boats which were still hanging to the davits.

In 45 minutes after the collision, I came up from the fore-hold and informed the Captain that the water was on a level with the lower deck beams, and that it was impossible to get at the leak. I then asked him what he thought would be the fate of the ship, when he stated his belief to me that there was no hope of saving her. He then told me to see to my boats. On going to those on the port side, I found them completely filled with men, women and children, and no possibility of getting near them. I immediately went to the starboard side and ordered two of the crew to lower the guard-boat, and asked the Captain what were his *intentions*. *He replied that "the ship's fate should be his."* I then asked him if he would not allow his son to go, as I intended to take a boat, but he returned me the answer, that "*he should share his fate.*"

It was soon discovered that there was no hope of saving the *Arctic*, and the lady, daughter and son of Mr. E. K. COLLINS, with several ladies, *were put on board a boat—in the act of lowering* which, one of the tackles gave way, and all except *one lady, who clung to a sailor holding fast to the* boat, were precipitated into the sea and lost. I then *jumped into a boat, and was ordered by the* Captain to cut away the tackle falls, and drop under the stern. I did so, and at the same time about 20 persons, I suppose, jumped overboard, of whom 17 or 18 were picked up.

We fell in with another boat which had been lowered from the other side, and lightened her of part of her complement, leaving 19 in her and 26 in my own boat.

The last sight we had of the ship, her guards were level with the water, and the surface of the sea was strewn with human beings who had jumped or fallen overboard, to whom, however, it was impossible to render any assistance, and we soon lost sight of all, as the fog continued to be very dense. I then asked the boat's crew whether they were willing to be governed by me, which was unanimously assented to, and I was put in complete command of both boats.

We were then about 50 miles S. E. of Cape Race. Deeming it my duty to take the nearest course, for the safety of all. After pulling for 40 hours, with nothing to guide us but the run of the sea, which I took to be heaving from the Southward, and in a thick fog, which lasted all the time, we reached Broad Cove, some 12 miles North of Cape Race. We then proceeded by land to Renews, which we reached on Friday last. I there obtained, and took charge of a small schooner, which was hired by the Purser and myself, and proceeded immediately in search of the wreck or the boats.

We cruised round in a strong gale of wind from the Northeast, but discovered no trace of the ship or boats. I sent word to Capt. LEITCH, of the *City of Philadelphia* steamer, acquainting him with the catastrophe, and I am informed he sent off two vessels which he had employed about his own ship. Mr. ALLAN GOODRIDGE of Renews, also sent away a vessel on Saturday evening.

*It is with the deepest regret that no trace of the Arctic* or the boats could be found, but as there were many vessels in the neighborhood where the disaster occurred, it is not at all improbable that many lives may have been saved. No doubt, however, is left in my mind as to the total loss of the *Arctic*.

### LATER.

*By Telegraph from Boston.*

BOSTON, Wednesday, Oct. 11.

It is believed here that the *Arctic* came in collision with the propeller *Cleopatra*, which left Quebec September 24, for Liverpool, with the 70th Regiment of Highlanders, numbering about six hundred men, on board. No other vessel was known as probably being in the vicinity of Cape Race at the time.

It is also reported that a portion of the 54th Regiment of the line were on board—making altogether nearly seven hundred men.

ANOTHER DISPATCH.

We learn by telegraph from Halifax that some of the passengers saved from the *Arctic* went forward by the *Europa* from Halifax to Boston.

### Insurance.

We understand that the *Arctic* is insured for about $240,000 abroad, and $300,000 in offices and agencies here. Her original cost was $270,000.

### List of Passengers Saved.

Messrs. Ward, Dupasseur, F. T. de Meyern, W. A. Young, W. Gilson, Jr., W. W. Gilbert, W. P. Rathbone, [illegible], J. McMath, George Dowdo, E. M. Jess, J. Bogart, C. Du Laenh.

### List of Crew Saved.

John L. Crib, purser; Wm. Baahlam, second mate; Mark Graham, fourth mate; John Dolgnor, first assistant engineer; David Reed, boatswain's mate, and the following seamen: Allen, Weeks, Lyin, Davis, Humphreys, Tupper, Page, Jones, McGee, McRath, Blake, Jaffoms, Smith, Thomas, Fleming, Bailey, Carpenter. Firemen—Messrs. Connon, Egan, Larkin, Mahin, Mercer; Hardwick, a bedroom servant, and Waddington, Kent and Baker, waiters. (Signed.)

WM. BAAHLAM, Second Officer, *Arctic*.

### SEVENTY-FIVE PERSONS SWEPT OFF A RAFT.

### Statement of the Sole Survivor, Peter McCabe

We had a long interview yesterday, at the Seamen's Retreat, on Staten Island, with the young man, PETER MCCABE, who is the sole survivor out of *seventy-six persons*, who took refuge upon the raft which was formed from the spars of the *Arctic*. The case of this man is mentioned in the statement of GEORGE H. BURNS, which we published in an Extra Edition of the DAILY TIMES yesterday morning. MCCABE clung to the raft for a period of *twenty-six hours* before he was relieved; and when finally discovered was so nearly exhausted that he was on the point of dropping into the sea to put an end to his sufferings. He was engaged on board the *Arctic* as waiter in the second cabin, and gives a very clear statement of the terrible events of the day.

MCCABE is suffering from a severe wound in the left leg. His foot was caught by a cask while upon the raft, and so badly crushed that surgical aid became necessary. Upon his arrival at Quarantine on Tuesday night, he was duly cared for, and at an early hour yesterday morning, was removed to the Hospital wards in the Seamen's Retreat, near Vanderbilt Landing, where he now lies under medical care.

We give his statement in full, and nearly in his own words:

STATEMENT.

I was engaged on board the *Arctic* as a waiter in the second cabin. I am a native of Dublin; 24 years of age; have lived in Liverpool for the last seven or eight years, and shipped on board the *Arctic* on her last trip out from Liverpool. It was my first voyage across the Atlantic.

At the time of the collision, on the 27th of September, I was coming up out of the second cabin, bringing glasses for the table. We usually set the first table at 12 o'clock, and dinner was served in the second cabin from 12 to 1 o'clock. I had been engaged in laying the table. The collision occurred as I was ascending the stairs, and I think it was exactly at noon. The shock was very slight on board the *Arctic* when the vessels met; but it was sufficient to indicate that a serious accident had taken place. I immediately went upon deck, and the first thing I saw was a propeller beating along on the starboard side of the *Arctic*. After a few minutes had passed, the propeller again came around, on the same side. I saw her twice, and at both times she passed on the starboard side of our ship. The second time she passed, I pulled in a man who was trying to get out of the propeller, and presently saw four men fall from the propeller under the paddle-wheels of the *Arctic*. They could not be rescued, and were never heard of afterwards. During all this time the fog was so thick that we could not see half the vessel's length from the bows of the *Arctic*.

As the propeller came in sight the second time, I saw that her decks were crowded with passengers. I did not observe any soldiers among them, and the time was so short that it would have been impossible to distinguish any person through the fog. The first time the propeller appeared in sight, there was no sound of voices on board; but when she came into view again several persons were heard upon her decks shouting loudly. Several large holes were made by the propeller in the starboard bow of the *Arctic*, and the side of the ship was ripped open, so that the water came in freely and covered the bed-plates of the engines. One of the firemen told me, afterwards, that the water began to come in the instant after the collision took place. In about an hour the water reached the boilers and extinguished the fires.

As nearly as I could ascertain, the *Arctic* cut the propeller down from the cutwater on the starboard side. I do not think, however, that the propeller sunk, for those craft are usually made with water-tight bulkheads, so that they would float. At the time of the collision, I should think the *Arctic* was running at the rate of twelve or thirteen knots an hour, and the propeller was also going very rapidly. If the *Arctic* was running at thirteen knots, the other vessel must have been making fifteen knots, for the wind was in her favor, and all her sails were set, while we were running against a head-wind.

When it was found that the *Arctic* was leaking, all hands went to work to get out the boats and construct a raft. Our passengers remained perfectly calm during the whole of the scene. Many of them had gone upon deck, while we were laying the tables in the cabins, but some remained below; all preserved excellent order, and assisted in the preparations for security. Both crew and passengers immediately manned the pumps, and continued to ply them vigorously until the water reached the second cabin, when further labor at the pumps became useless, and all hands desisted.

We then got axes, and went to work to cut down the two fore-yard-arms of the ship. One yard was launched at a time, and the two were fastened together in the water, for the purpose of forming a raft. After this was done, the firemen lashed three or four water-casks together, and it was hoped that when this work was completed, the casks could be floated off the deck, but unfortunately they capsized. The water was now on the main deck, and several persons were floating about on doors and beds. Two men were overturned under the water-casks, but they afterwards got up, and I ran with them to the saloon-deck. We had but just reached there when the water came up to that deck also, and I was almost immediately covered by it. I seized hold of a door which had been taken down to save passengers, and went into the sea, where I left the door, and got upon the raft, which had been partially constructed from the spars we took from the vessel.

A great many persons were trying to get on the raft. Some were clinging to it with one hand, and, although it was already crowded, others were striving to get a foothold. Among the number who were upon it, I saw four ladies. Their names I did not know. Altogether, there were *seventy-six persons* on the raft. It was hard work to secure ourselves to the raft, for it shifted rapidly and turned completely around for three or four times. All those who took refuge upon it were washed off, or died by 6½ o'clock that evening, and I was left alone. At a few minutes before the last man went, I asked him the time. He told me, and died in five minutes afterwards.

All that night (Wednesday, 27th,) I hung to the raft, and all the next day till 6 o'clock in the evening. Just at dusk on Thursday, (28th,) I espied a sail in the offing, and commenced shouting as loudly as I could, to secure attention. Happily, they saw me, and immediately bore down to my rescue. Had relief been delayed for a few minutes longer, I should not have been here to tell the tale. I was completely exhausted by 30 hours of exposure and hardship, and had lost all hope, so that I was on the point of relinquishing my grasp, and dropping into the sea. I had got my foot jammed between two casks, and was compelled to remain on my hands and knees. Mr. DORIAN, the third officer of the *Arctic*, was the one who came to my assistance, with a boat manned by the crew of the *Huron*, the vessel that I saw. On our way to the *Huron*, we passed the life-car of the *Arctic*, but I did not notice it particularly. On board the *Huron* I found 32 persons from the *Arctic*, who had been rescued, as it afterwards appeared, from the sixth boat that was launched. I knew nothing of these people till I saw them on board the *Huron*.

Of our treatment on board the Huron, I desire to speak in the warmest terms. The sufferers were all received with the utmost kindness; dry clothes were furnished us, and every attention was paid to our comforts. The *Huron* was bound to Quebec. We remained on board of her a day and a night, and on Saturday were spoken by the bark *Lebanon*, bound to New-York. It was deemed best that a portion of the *Arctic's* people should be transferred to this vessel, and eighteen of us were accordingly transferred. The remainder of the company went on to Quebec in the *Huron*. The reception we met on the *Lebanon* was as cordial as on the other vessel. We remained on board until Monday last, when we spoke the pilot-boat *Christian Berg*, one hundred and seventy miles from New-York, and were all transferred to her. We reached Quarantine at 10 o'clock on Tuesday night.

(Signed) PETER MCCABE.

STATEN ISLAND, Oct. 11, 1854.

### Statement of Mr. Francis Dorian, Third Officer of the Arctic.

The first I heard was the cry, "Hard a-starboard." I then understood that there was something wrong. I went on deck and found the vessels about seven yards apart. I stood watching the *Arctic*, in the full expectation that she should yield to her helm. The other vessel struck her abreast the cathead. Captain LUCE gave orders to clear away the boats. Mr. GOURLEY cleared away his boats and lowered them down before I thought there was anything wrong with the ship. By the time we had all the boats ready, Captain LUCE gave orders to hoist them and allow no one to enter them. During this time the captain, carpenter, and several of the passengers were outside, trying to stanch the leak inside and out. At the same time water casks were being filled and every exertion was used to cause the vessel to raise forward; paid the starboard chain overboard to lighten her.

The Second Officer came on deck, I asked if he was making any exertion to stop those leaks; he replied, yes; I asked him what was the prospect. All the answer I got from him was to hurry up those pumps, that is the main pumps and those on the saloon gangway; I went along the deck and found two of the quartermasters standing by the port afterward quarter boats; I ordered them, by command of Capt. L., to take some weapons and defend it. While I stood aft, I saw the passengers and crew filling the port forward boat; I came along for the purpose of putting a stop to it, and found Capt. LUCE in the guards passing ladies and children into the boat. Several gentlemen were also passed in. I think about 22 were in it. He He gave the orders to lower away, I turned around and saw the after boat perfectly crowded. By the time I got aft they were in the boat, and had the bow fall partly lower, and from the davits, and held on by the after fall, when she tipped over and emptied all out with the exception of three. With the assistance of Capt. LUCE, Capt. GRANN, one of the firemen and myself, we got the quartermaster to go down and pass the painter up, and by hauling on to it as the ship lurched, we succeeded in saving the boat, and hauled her on to the after-guards, the engine turning ahead slowly at the time. I took a turn of the painter round the after-guard with the intention of keeping the boat there as a last resource. Some passengers, part of the crew and firemen precipitated themselves right into the boat—at least twenty. They cut the boat adrift and went away; that was the last of that boat I saw. There was one quarter-master in her, I walked off the guards on the upper deck, and the passengers proposed to me to form a raft of such materials as I could find on board, and wished me to take charge of the ship. I answered that Capt. LUCE was on board, such was his place as long as the ship was above water. He was quite cool but had lost a good deal of his command of speech. At the same time I found with the exception of him that I was the only officer on board. When I reported to Capt. LUCE that all connected with the sailing department had left he gave a sort of despairing exclamation, and then with his sanction the passengers and myself proceeded to get our spars overboard to form a raft, main yard, main topgallant-yard, main topsail-yard had several smaller spars. While this was being done the remaining engineers took the other boat, as I understood, to endeavor to stop the leaks. I saw them in the distance when the ship went down. With the consent of Captain LUCE we launched our remaining boat to form a raft. For the boat's protection we took the oars out, so that those aboard would not rush into and swamp her. Mr. BURNS of Adams & Co.'s Express, Mr. THOMPSON of New-Orleans, Capt. GRANN of New-York City, Mr. JENKINS of California, and Mr. ——, and one or two firemen, among whom was THOMAS BRENNAN of the Island of Scilly and myself, labored diligently till we got all secured, which at the time was floating within our reach. I ordered the boat to be taken along, outside the raft, so as to secure everything that was on the surface, such as water casks, sofas, &c. By the time I had got the boat on the outside of the raft, a perfect mannia seemed to seize all on board and a universal rush was made for the boat, so that no possible entreaty or threat could stop it. The boat was perfectly crowded, and in order to save it from being swamped I ordered the painter to be cut and shoved clear of the raft, when I went about half a boat's length from the raft, they were seizing everything afloat to endeavor to reach the boat, I ordered the people in the boat to make every effort to keep her from drifting off, at the same time I hailed Capt. LUCE, "for God sake" to take the people from the raft, in order that I might go to work on it and lash everything that was buoyant to it. To the best of my knowledge about three minutes afterward the *Arctic* seemed to settle down, stern foremost. The last I saw of Capt. LUCE, he was standing at the after part of the starboard paddle box. In the boat there were several conjectures, some exclaiming, there is the Capt., but to the best of my knowledge he was nowhere to be seen when the ship went down.

According to the descriptions I got of Mrs. COLLINS and family, (as I did not know them personally,) I believe she was not in the boat that was tilted over. I made the remark to Mr. BURNS that perhaps Mrs. C. had gone in some of the boats that had left the ship. He replied, the last thing he did on board was to fasten a life-preserver around Mrs. C.

From this juncture till our arrival in the City, I entirely endorse the statement given by Mr. BURNS in yesterday's TIMES.

The propeller was above water when last I saw her, with about two hundred persons crowded on the poop. The boat in which were the Chief Engineer and his assistants was the only boat that knew the fate of the *Arctic*.

FRANCIS DORIAN.

NEW-YORK, Oct. 11, 1854.

Mr. DORIAN was on board the *Lanark*, of Liverpool, nine years and seven days ago, when he was picked up one hundred and fifty miles east of where he was picked up on the 27th ult.

Mr. D. landed in New-York without a cent in his pocket or a shirt to his back.

### Statement of Thomas Stinson, Officers' Steward.

MR. THOMAS STINSON, Officers' Steward on board the *Arctic*, is now lying at the Seaman's Retreat, laboring under a dislocation of the shoulder. He is brother-in-law of MCCABE, and imparted the following information to our reporters:

STATEMENT.

After the vessels struck, I got into one of the quarter life-boats. One end of this boat was partially unfastened, while the other end remained attached to the davits. There were about twenty persons in the boat. The temporary fastening gave way, and all were precipitated into the water, with the exception of myself and another. I believe that they all perished; the only parties I could recognize was Captain E. PRATT and lady, of New-York. This was on the larboard quarter aft. The fastenings by which the boat hung on were by the fore-derrick chains, the stern being submerged, and the steamer going at the rate of thirteen knots, making for land.

When the boat was capsized, I found that my arm entangled in some of the gear, and the weight of the body was entirely suspended by it. To this I attribute my preservation. I was rescued by some of the sailors, and dragged on board the ship, where a bed was provided for me on the forward deck. I lay down, and made up my mind with MCCABE that we would die together on board the ship.

I went immediately to the engine-room and found it fast filling; changed my mind, and determined to make another struggle for life, and slung myself by a rope from the starboard-quarter and got into the water and swam until the injured hand got stiff, seized the wooden gratings which were floating near. From them I was assisted into the last boat which was launched. From 14 to 16 persons were in the boat when I got in, and about 14 more got in afterwards,—making, in all, 31 persons when I left the *Arctic*.

The ship filled and sank in about five minutes from the time the painter was cut, which was done by Mr. DORIAN'S orders; otherwise the boat and all that were in her would have perished, as she would have been crowded to such an extent as to sink her.

An immense crowd of persons collected on the quarter-deck, but they remained perfectly still till the water reached the guards, when a universal shriek was raised. I noticed Capt. LUCE, Mrs. E. K. COLLINS, son and daughter, and Dr. TAYLOR, the ship's surgeon.

The boat in which we were, beat about the wreck during the night, under the direction of Mr. DORIAN and Capt. PAUL F. GRANN, of New-York, who kept watch and watch during the night. During the evening and night, several bodies were seen floating about. The head stewardess was particularly recognized, by her dress. The weather was exceedingly foggy, and the cold penetrating. There was no provision on board except one head of cabbage and a few raw pumpkins, picked up during the night. The weather cleared up about 3 o'clock, and at about 4 A. M. we sighted the bark *Huron*, of St. Andrews, N. B., bound for Quebec. Those who were able made oars out of pieces of wood fastened to handspikes, and made efforts to reach the bark, which they succeeded in doing about 6 P. M. We were received with great kindness on board this vessel, and also on board the *Lebanon*, to which we were afterwards transferred.

(Signed) THOMAS STINSON.

STATEN ISLAND, Oct. 11, 1854.

### Statement of Mr. Brennan.

At the time the collision took place I was on the upper gallery in the Engine-room, standing by the side of Mr. ROGERS, the Chief Engineer. It had just struck eight bells. Immediately after the shock of the collision, the bell struck once as a signal to stop the engine. Mr. ROGERS then asked hurriedly, "What's up now?" He immediately sang out to the Engineer on watch to unhook her in order to stop the engines. The order was immediately complied with; but soon after he gave an order to go ahead, and immediately went down into the store-room, and with Mr. DIGNON, the First Assistant Engineer, got a wrench and opened the bilge-injection, and gave orders for all of the pumps to be set at work, as he saw the water rising in the engine-room. Mr. ROGERS then went on deck, I believe to consult with the Captain. What passed between them I have no knowledge of. During his absence, of about ten or fifteen minutes, the water had risen very rapidly in the engine-room, and on his return he ordered all hands down to get up coals in order to keep the fires lighted as long as possible. The water came in so rapidly, however, that the work of handing up coal was discontinued, and the engines were finally stopped, owing to the water having risen to a level with the fire. The water came from forward. When we could no longer induce steam without the men being in danger of being drowned below, we came on deck and manned the pumps there. The two small donkey-pumps were still working, and continued to work, some ten or fifteen minutes after we got on deck, until the steam was exhausted in the boilers.

### Statement of Mr. James Carnegan.

MR. JAMES CARNEGAN, who, with his brother, DOBBIN, came to this port by the pilot-boat *Christian Bird*, yesterday morning, has furnished us with the following statement:

STATEMENT.

"The *Arctic* left Liverpool on the 20th of September. The ship proceeded at the rate of thirteen miles an hour for seven days. On the night of the 27th, about midnight, eight bells having just been struck, the weather being very thick at the time, the vessel came into collision with a vessel steering northeast. The *Arctic* was first struck within two feet of the stern-quarter, and the second time near the guards. The vessel which came in collision with the *Arctic* was then aft the starboard side. Capt. LUCE instantly commanded the *Arctic* to be backed, which she did for 10 minutes; the propeller then came off the starboard side round to the larboard quarter; she then steered off and was lost entirely out of sight; at this time, a boat came round from the propeller on the *Arctic's* larboard side, the boat coming under the wheel was struck by it, and every soul on board the boat perished except a Frenchman who climbed up on the *Arctic's* sides—he was drowned, however, when the *Arctic* finally sank. After the ship struck, Mr. GOURLAY, the First Officer, was sent in a boat with three sailors to ascertain what damage the steamship had sustained; after a while Mr. GOURLAY pulled again towards the ship but the Captain trying to make Cape Race, and going at the rate of fifteen miles an hour, Capt. LUCE motioned him to keep off, and he and his boat were soon lost sight of. The water now washed in rapidly from the starboard side and both the upper and lower rows of fires were totally extinguished. The engineers had left the engine room an hour before, but the firemen bravely remained at their post, doing the utmost toward saving the ship though standing up to their waists in water. Mr. CARNEGAN all along had worked at the pumps and the constructing of a raft till within 10 minutes of leaving the vessel. Seeing that all the boats but one had left he determined now to look after his own safety, and with his brother DOBBIN went into the last boat commanded by Mr. DORIAN; the officers and crew of the *Arctic*, Mr. C. states, did not do their best toward saving the vessel, leaving it too early. The waiters however exhibited a good deal of energy, working continually at the pumps with the aid of a few of the passengers. Five minutes after leaving the vessel the *Arctic* went down, Mr. C. stood all the time on the guards of the boat, seeing the vessel go down. The people on board the *Arctic* did not seem to be aware how close they were standing on the doors to eternity, and no cries or yells were heard. 10 minutes after the ship went down the boat pulled to the place where the ill-fated vessel had gone down; nothing, however, was encountered but the bodies of several ladies with life-preservers on; among them that of one of the colored stewardesses. Being without oars, they picked up a spar which they fastened to the boat, and rode thus in a rough sea till 10 o'clock the next morning. Mr. C. suggested then to cut some pieces of wood on board the boat into oar-blades, and thus try to reach the shore. The spar mentioned was also cut into two parts, and this gave them four sweeps, they pulled then for the shore for two hours; a vessel now heaving in sight, they changed their course and pulled towards her. They reached her about 5 o'clock P. M. on the 28th, having been fourteen hours out. *She proved to be the bark Huron, Capt. WALKER*, of St. Andrews, bound for Quebec. Mr. CARNEGAN speaks in the highest terms of Capt. WALKER, who, like Capt. CREIGHTON, of *San Francisco* celebrity, is a Scotchman, and was, like him, short of provisions and water, having been twenty days out from Bristol. The Captain received and treated the shipwrecked with the utmost kindness, furnishing a great part of them with clothes. His men, likewise, did their best to make their lot as easy as possible. On the 29th, they fell in with the *Lebanon*, Capt. STORREY, from Providence, Wales, bound to New-York. Eighteen then left the *Huron*, Mr. C. and his brother among the number, while fourteen remained on board. On the *Lebanon* they met the same kind treatment as on the *Huron*, and remained on her till they were picked up by the pilot-boat *Christian Bergh* [illegible]. The *Lebanon* being short of provisions, they went on board the pilot-boat, and were, forty-eight hours later, New-York harbor. From the pilot-boat they were yesterday morning transported to the Staten Island Ferry-boat, which landed them at New-York at 9½ o'clock A. M. Mr. CARNEGAN and his brother estimate their loss at about $500."

### Statement of Mr. Thompson.

From the statement of Mr. THOMPSON, who arrived in the *Lebanon*, it seems quite probable that the number saved may be greater than reported. Six boats left the *Arctic*, and there is good reason to hope that some of them reached shore or were picked up, besides the one containing him. The lifeboats would contain about 150 persons, and many of this number, it is hoped, may have been saved.

Mr. THOMPSON thinks the steamer with which the *Arctic* came in collision was a Quebec steamer, bound for Liverpool, and that she did not go down. It is further possible that many of the persons who got upon the raft were taken aboard of her, and may have been saved. The boat which contained the engineers left the *Arctic* at an early stage, and as they had only about forty miles to make, it was quite probable they reached the shore.

### The Duc de Grammont.

Among the many whose untimely and lamentable end is calculated to excite a feeling of universal sorrow, is the Duc de GRAMMONT, a young French nobleman of distinguished family, who was dispatched to this country as an attaché to the French embassy at Washington. In his death there seems to have been a sort of determined fate. More than six months ago, he was appointed to the post which he was on the way to fill. His departure was repeatedly postponed by family circumstances and other obstacles, and it was only by the greatest exertion, and after all expectation of his being able to leave by the *Arctic* had failed, that affairs, as it was thought, took a more favorable turn, and his family were enabled to hurry him off. He was but twenty-one years of age, and, so far as we have been able to ascertain, of exceedingly amiable manners and intelligent mind. His ancestry has occupied a prominent place both in the political and literary history of France.

His predecessors by the female side were of Irish origin. The first person bearing the title whose name figures in the annals of the French nobility is the COUNT PHILIBERT DE GRAMMONT, who appears to have belonged originally to Navarre. He was the most celebrated wit of his time, and was connected with some of the first families that composed the court of LOUIS QUATORZE. He was the son of ANTHONY, Duke of Grammont, and nearly related to Cardinal RICHELIEU. It is supposed by some that he united the clerical profession with the military, but the opinion rests on mere conjecture, and has no stronger grounds than the fact that such an incongruous union of vocations was not uncommon in his time. He served with *éclat* in the army under CONDE and TURENNE, and was present at the siege of TREIS. An interesting anecdote is related of him, but for the absolute accuracy of which we cannot undertake to vouch. It is told of him that he commanded at the siege of a certain place and obtained an easy capture. The governor in delivering the keys of the city to the victorious general, said to him: "Monsieur, I'll tell you a secret; the reason of my capitulation was because I was in want of powder." "Monsieur," replied DE GRAMMONT, "A secret for a secret; the reason for my giving you such an easy capitulation was *because I was in want of ball*." DE GRAMMONT went over to England in the early part of the reign of CHARLES the Second. There is no doubt that he enjoyed himself to the extent of his bent at the Court of the dissolute monarch. The most serious of his flirtations was that with the lady HENRIETTA BUSHERY, one of the most beautiful as well as one of the most reputable women who graced the ranks of the English aristocracy at the time. Her father, Sir GEO. HAMILTON, a younger son of the Earl of ABERCORN, was a Scotch nobleman; her mother was a daughter of Lord THURLES, and sister of JAMES, the first Earl of Ormond. She was born in Ireland, and brought over to England by her aunt the Duchess of ORMOND. *Biographie Gallica* gives some particulars of the courtship between her and DE GRAMMONT, which are rather amusing. The Count was exceedingly warm in his protestations, which the lady, it would appear, took more earnestly than they were intended. DE GRAMMONT left London without bringing matters to the expected issue, and the young lady's brothers, incensed at the supposed slight, pursued him and overtook him near Dover. When they got within call, they shouted out, "DE GRAMMONT, have you forgotten nothing at London?" "Excuse me," he replied, with the utmost coolness, "I forgot to marry your sister; so lead on, and let us finish the affair!" They all returned on the most amicable terms, and DE GRAMMONT made Miss HAMILTON his wife.

Miss HAMILTON's brother (ANTHONY) was also one of the most celebrated and clever characters of the period. He was born in Roscrea, County of Tipperary, Ireland, about the year 1646. His father—Sir GEORGE—was at one time the Irish Receiver-General; but, in consequence of reverses in his position, brought about by political changes, he retired with his whole family to Normandy, in the Spring of 1651, and remained there in great poverty for several years, until the Marchioness of ORMOND obtained from CROMWELL, who always exhibited the greatest apparent respect for her, the liberty of raising £2,000 a year from her own and her husband's different Irish estates. ANTHONY HAMILTON was brought up in the Roman Catholic religion, and adhered conscientiously to it through life. At an early age he entered into the army of LOUIS XIV., and rapidly rose in his profession.

He returned to Ireland, and resided there and in England for a time during the reign of CHARLES the Second. In the reign of JAMES the Second, when the Catholics were admitted to toleration, he entered into the Irish army, and in 1686 we find him ranked as Lieutenant-Colonel in the regiment of Sir THOMAS NEWCOMEN. HENRY, Earl of Clarendon, son of the famous Lord Chancellor, was then Lord Lieutenant of Ireland, and although warmly prejudiced against Roman Catholics, he held ANTHONY in the highest estimation, and by his recommendation got him appointed a privy counsellor, with a pension on the Irish establishment of £200 a year. Subsequently ANTHONY was appointed Governor of Limerick, but after the total overthrow of JAMES by the Dutch and English troops under WILLIAM the Third, HAMILTON returned to France.

He took up his residence at St. Germains, and devoted himself to letters, in consequence of which he soon acquired the reputation (and it was deserved) of being a man of elegant talents and brilliant literary acquirements. He wrote the Fairy Tales, a most delightful improvement on the absurd fictions then in vogue, and afterwards, about the year 1774, he turned his attention to collecting the memoirs of his brother-in-law, the Duc de GRAMMONT. There can be little doubt that DE GRAMMONT dictated much of the materials of this book, but a great deal of the charm displayed by the volume is doubtless due to HAMILTON. GRAMMONT was HAMILTON's senior by at least twenty years; and, therefore, we could hardly be justified in attributing the elegance, vivacity, and sparkle of style which this work displays, to a man so old and blasé as DE GRAMMONT must have been. It is said that DE GRAMMONT himself sold the manuscript to a publisher for fifteen hundred livres. When it was brought to FONTENELLE, the censor of the press at that day, he refused to license it on the score of its indecency. HAMILTON was irritated at the censor's scruples, and complained to the Chancellor, who compelled FONTENELLE to grant the license. GIBBON has said of these memoirs that they are "a classic work, the delight of every man and woman of taste;" and Lord OXFORD said of their author, that he was "superior to the indolency of the Court" whose history he gave. The book is unquestionably loose in many of its descriptions, but is valuable as a historical, and to all intents and purposes, a faithful representation of the characteristics of the English Court during the profligate reign of the second CHARLES. As

[illegible] Grammont died in 1830, at the age of 91. He left a family, but we find no prominent mention made of them in the French history of later times. One of them died [illegible] in 1836. He instituted a suit in the French Courts some years before his decease, for the purpose of establishing his claim to the citadel of Blaye and its dependencies. The Cour Royal of Bourdeaux decreed that at the expiration of three years the State should pay him an annuity of 100,000 francs, or reinstate him in the possession of the citadel. This nobleman was father of the Duke of Guiche and the Countesses Tankerville and Sebastiani. The Duke de Guiche was formerly Ambassador to Munich. He bore the reputation which was in keeping with his family antecedents, of being a bon vivant of the first water, but we are not aware that he has otherwise highly distinguished himself. The young man who met with so sad a fate is supposed to be a nephew of the ex-Bavarian Ambassador. There are now two branches of the family, that to which the deceased belonged being known as the de Grammont dukedom. We have been informed that he was the last of his race. The present Countess of Grammont, who we presume is his mother, is sister to Count D'Orsay. Our information as to his immediate relatives, however, is somewhat vague; hardly two of the sources from which we have derived our information agree. We believe, however, that the preceding summary of his family history is in the main perfectly reliable.

## Biographical Sketch of Edward Sandford, Esq.

Edward Sandford, Esq., whose name appears among the melancholy list of those lost in the recent disaster of the *Arctic*, was a leading member of the Bar of this City. Sudden and calamitous as is the loss of human life which it has thus been our painful duty to record—deeply painful as the sad bereavement will come home to many bosoms and hearts, we cannot limit the mention of such a name as Edward Sandford to the hasty and necessarily brief newspaper recital of such calamity.

It is not two years since we were called to notice the death of his learned and eminent brother, the late Judge Lewis Sandford. The legal profession then lost one of its brightest ornaments, but it was an event not unlooked for. Insidious disease had long threatened its victim. He was calm and waiting and prepared. Not so the brother—without a moment's warning, he is summoned, and in the enjoyment of fullest health, occupying a prominent position in his profession, and in the midst of a course of upright usefulness.

A few leading facts of his biography we present, to our readers as not devoid of interest at this time.

Edward Sandford, was born at Ovid, Seneca County, about the year 1809. His father Dr. Java Sandford, was a physician of high prominence. He came from Southampton, Long Island. His mother was descended from Thomas Halsey, and one of the grantees of the Halsey lands in Southampton. She was a woman of highly cultivated mind, and to her sedulous care the subsequent bright career of her two illustrious sons are mainly owing. The father died in 1817. The mother subsequently married Dr. Eastman, of Ovid, a physician of high standing and usefulness. Here, the subject of this sketch enjoyed the advantages of ordinary common school education till he was nine years of age. The family then removed to Skaneateles. Young Edward remained there with his family till his fifteenth year, when he went to Chittenango and entered the Polytechnic School of that place, then under the charge of Dr. Yates. He gave no special promise while here. He was only known as a diligent student. His original design, it appears, was to prepare himself for the mercantile business. It seems he abandoned this idea, for he immediately upon leaving school entered upon the study of Law at Skaneateles. He studied in the office of Daniel Kellogg and his brother Lewis, who was the associate with Kellogg. After completing his studies he came to New-York in 1833. He went into partnership with John L. Graham, late Postmaster.

Shortly after commencing the practice of the law he became an active Democratic politician. In 1838 he became disgusted with the Democratic party and joined the Conservatives. He then turned against Van Buren, whose claims for the Presidency he had previously urged with great vehemence and influence. About this time he dissolved partnership with John L. Graham and took as copartners James Lorimer Graham and Judge Hoffman of the present Superior Court. In 1839, after Hoffman received the appointment of Vice Chancellor he left the firm. Edward's brother, Lewis, during this year came from Skaneateles to New-York, and the two brothers formed a law partnership. Edward gave his attention almost exclusively to the common law business, his brother attending to matters of equity. Some changes occurred from time to time in the law firm. Lewis left when appointed Vice Chancellor, and Hoffman returned. Judge Bosworth, of the present Superior Court, subsequently became partner. The firm when Sandford last went abroad stood, Sandford, Bosworth, Porter and Stryker.

Mr. Sandford has been to Europe twice previous to his last untimely journey thither. His wife and family are now in Paris. He had taken them there to give his daughters the advantages of Parisian education and society. His last occasion of going there was to improve the law vacation in visiting them, hoping by absence from business and travel to recruit his health and return to his labors with renewed vigor and hope.

It might be mentioned incidentally that in 1837 and 1838 Mr. Sandford caught the contagion of speculation, and was led to invest his property in some of the daring and hazardous speculations then prominently rife. The result was, he became bankrupt. He has since liquidated every incumbrance. He did not despair, but went diligently to work, and now leaves the product of these years of toil a property of seventy-five thousand dollars and over.

One of the striking features of Mr. Sandford's character was in fact his indomitable industry. He worked early and late. As a lawyer, he showed great research. As a bar lawyer and jury lawyer he stood about equal. His mind was closely logical, and yet showing great fertility and invention. He was scrupulously faithful to his client. He was a generous, good companion, utterly free from the jealousies which members of the bar often feel and exhibit towards one another. He was kind to juniors in the profession, and popular in consultation, frank and communicative.

## The Scene at the Office of E. K. Collins & Co.

At 10 o'clock our reporter visited the office of Messrs. E. K. Collins & Co., No. 56 Wall-street. He found it filled by a large number of our citizens, many of them men of eminence in their respective callings, besides a fair representation from other portions of the Union. Two of the surviving sons of Mr. Collins were present. In one corner of the apartment behind the railing a numerous group was gathered around a plainly dressed man of about 30 years of age, who, though naturally hardy and vigorous, bore evident marks of excessive fatigue in his careworn look. This man was Thomas Brennan, an attache to the engineer department of the *Arctic*, and one of the few fortunate survivors of the sad catastrophe. A deep feeling of anxiety seemed to pervade the minds of all present, and eager questions were propounded to Mr. Brennan in rapid succession. Some described the personal appearance of those once bound to them by affinities and deep friendship, some by ties of consanguinity, and others bound by interest and gratitude, and inquired if he had seen them enter any of the boats which left the vessel previous to the last one, on which he was saved. His words were anxiously waited for, and in some instances they were sufficient to buoy up sinking hope, but in others to lead them to despair of ever meeting the loved ones again on earth. At brief intervals, the announcement of the arrival of an instalment of the telegraphic dispatch [illegible] would draw all to [illegible] another part of the room, and, with [illegible] of mingled hope and fear, they listened breathlessly [illegible] by a gentleman [illegible] were the [illegible] of the [illegible] which had escaped, was not forwarded first instead of the Mr. Baalham's account of the catastrophe. And when, at last, the concluding portion of the dispatch contained the list of the names of those who were safe in Halifax, near a hundred hearts beat heavily and rapidly as they stood in expectation of the announcement of a name which was to make them rejoice or drive them into a despairing gloom. The reading of the list was commenced. The announcement of several names were received with exclamations of deep joy, accompanied with words of thankfulness to Heaven for the mercy extended to them. As the end of the list was approached, the deeper sighs were drawn, and when it was announced that the names had been all read. "Oh, God," "Oh, God," were the words that many uttered in the deep anguish that wrung their hearts. The list was again read, but it only confirmed their worst fears, and after the announcement that no more dispatches would be received, those present left the apartment which had been the scene of such exciting interest, and its doors were closed for the balance of the day.

Our reporter had an interview with Mr. Brennan, and wrote from his dictation an account of the catastrophe.

## The Lost—Citizens of New-York.

The amiable and esteemed families of Brown Brothers are perhaps the severest sufferers by this calamity, and the liveliest sympathy was everywhere felt for Mr. James Brown, who loses a married daughter, Mrs. Allen, a married son and single daughter, a son-in-law and daughter-in-law, and two grand-children. Nearly all hope of the safety of any one of this beloved circle was abandoned after the receipt of the Halifax dispatch to Mr. Collins. Mr. Allen was a member of the firm of Stillman, Allen & Co., of the Novelty Iron Works. Young Mr. Brown was the son-in-law, and his wife the daughter of Mr. Moulton, formerly of New-York, and now of Paris. Like Mr. Collins, Mr. James Brown is a large proprietor in the Steamship Line which has given so much reputation to the merchant marine of the United States, and like him, loses fortune and family by the first fatal casualty that has befallen the enterprise of their own creation. Mr. Collins is overwhelmed by the dreadful tidings. He is left almost alone in the family circle, with one son as his only comfort; grieved by the wide-spread distress which the loss of his favorite steamer has thrown around his neighbors, many of them his long-tried and cherished personal friends, and doubly heart-stricken by the desolation which it has brought to his own hearth-stone. The honest pride of the successful merchant gives place to the feelings of the widowed husband and bereaved father, and even the warmest sympathy—which we know he has—of the community in which he has built up his good name, and of the whole country, to whose commercial reputation his enterprise has largely contributed, can do little to relieve the heavy burthen of domestic affliction which now rests upon him.

The first emotions of distress, among the numerous circle of his friends, for the fate of Mr. W. W. Gilbert, of the Stock Exchange, were exceedingly painful. Hope was well nigh surrendered in the chances of his safety, when at 12½ o'clock his name was read aloud from the list of the saved, at Mr. Collins' office. The reaction of feeling in his partners, Messrs. Cox & Johnson, who had gone hither with the faint prospect of hearing his name in some way mentioned, may be easier imagined than described. The glad tidings were rapidly spread through Wall-street, and the mutual congratulations among his acquaintances afforded some slight relief to the universal gloom that the great calamity to the *Arctic* had created. Mr. Gilbert has two sisters in the City, members of his bachelor family, and his aged father from the country had been several days at the St. Nicholas awaiting the arrival or news from the missing steamer.

The business people of the Corn Exchange were less fortunate in the interest which they felt for the fate of Mr. J. E. Woodruff, of the house of J. E. Woodruff & Co.; the brother of Mrs. E. K. Collins, who left a young family of five children, on a pleasure trip to Europe, some months ago, in company with his sister and her two children, and who has, probably, shared with them, a watery grave. He was much esteemed in the business circles of New-York, and was also well known in St. Louis and New-Orleans, where his house has branch establishments in the wholesale Grocery and Commission trade. He had never been abroad before, and was induced to the trip partly by the pleasure of taking charge of Mr. Collins' family.

Abner Benedict, Esq., and his wife, of this City, are probably among the lost. They had been to Europe partly for recreation and partly to visit a daughter who is at school in Paris. Mr. B. was a lawyer of excellent standing in this City, a gentleman of character and accomplishments, and highly esteemed by all who knew him. He was a brother of E. C. Benedict, Esq., and of Prof. Geo. W. Benedict, formerly of the University of Vermont, and now Editor of the Burlington, Vt., *Free Press*. He had been absent but about three months, and leaves four children, three of whom are in this City.

Among the passengers on the *Arctic* was Mr. Richard S. Williams, a native of New-England, and his wife, a Southern lady, who have for the last 27 years been residents of Natchez, Miss. Mr. W. and lady left in the steamer *Pacific* on the 24th of June last, on a tour of pleasure in part—but Mr. W.'s chief object, as we understand, was to gather information in agricultural interests, with a view to promote those of such a nature in his adopted State, (Mississippi.) He had by his own talents, which were of a high order, and his untiring industry accumulated a large fortune. He was greatly respected and esteemed throughout the State, leaving a widow and ten children—whose circle has until now been an unbroken one.

Mr. S. P. Williams and John Howard Williams, residents of this City for the last 27 years, are brothers of Mr. R. S. Williams, and Mr. Howland.

No doubt other families in our city are equally afflicted—and perhaps more deeply—but that herein referred to, is one very extensively known and embracing a very large and widely extended circle—and everywhere, where he was known. His lady was a relative of the Hoggatt family—one of the first in the State—of great wealth and respectability.

Mr. Williams had several children, but was long since called to part with all of them.

Mr. Geo. S. Howland and his eldest son, and Mr. Chas. St. John, Jr., went out with Mr. and Mrs. Williams, in company at his invitation—(Mrs. Howland was an only sister of Mr. W.) The party (five in number) had enjoyed a delightful tour, (quite an extensive one,) and embarked with delightful and fond anticipation of soon meeting those most dear to them on earth. It is altogether probable they all were ushered into eternity with but a few moments' summons.

It is a somewhat remarkable fact that the father of Mr. Williams and Mr. Howland, (the late Rev. Samuel P. Williams, of Mass.,) died about 27 years since.

The names of M. Grant, wife and son, on the Passenger list, belong to Dr. Edward F. Grant, a native of Sullivan, and well-known in Dutchess and Westchester Counties, in this State, and Mrs. Grant and youngest son, Charles. They had been residing in the City for two or three years, Dr. G. engaged in the iron and hardware trade in Cliff street, as a member of the house of Horner & Co., from which he retired last Spring, and made the trip to Europe to visit a little son still at school in Switzerland, and the only remaining member of the family. There is a very remote possibility that the passengers answering to the name, are not identical; but recent letters from Dr. G., dated from Paris, advised that he would sail from Liverpool on or near the *Arctic's* day.

Young Mr. Waring was one of two sons of an estimable widow lady of this place, resident of this City. The other son [illegible], and the [illegible] should survive [illegible].

Mr. J. G. [illegible], of the house of [illegible], went to Europe for the benefit of the health of his daughter, who was [illegible] on the return voyage. As if to fill the cup of the family affliction, a young son, of 16 or 18 years, fell down the hatchway of a vessel in port, a week or two since, and died of his injuries on Wednesday, (yesterday week,) though every effort was made by his surgeon to prolong his life by the use of stimulants, in the hope that his last hours might be attended by his father and sister. His remains were kept in the house until Sunday, when they were deposited in a receiving-vault, to await their return, before final interment.

We saw in Wall-street yesterday, Hon. William B. Reed, of Philadelphia, who had come over, on hearing the sad event, to learn some tidings of his brother, Mr. H. Reed, who was among the passengers, but of whose safety there is not the slightest intimation.

Mr. J. Gihon, Jr., whose safety on Cape Race is telegraphed, is the nephew of Mr. John Gihon, importer, in Pine-street.

Mr. Mahlon Day, who, with his wife and daughter, is supposed to be lost, is the old and respected printer and publisher of that name, and was, if we mistake not, one of the founders of the New-York *Sun*, the first penny paper in New-York, established in 1832. Mr. Babcock, who with his wife and son, were among the unfortunate passengers, was well known in the Commission Paper business, a member of the house of Babcock, Dubisson & Hall, in Fulton-street. Mr. Gourlie, the second officer of the steamer, of whose safety there is yet hope, is the brother of J. Gourlie, of the Stock Exchange, the same who escaped from the burning wreck of the steamboat *Henry Clay*, on the North River, in July, 1852.

## STATEMENT OF MR. BURNS.

Mr. George H. Burns, the Express Messenger of Adams & Co.'s Express, furnishes the following statement of the loss of the steamer. [His account was published in part of our edition of yesterday.]

The steamship *Arctic*, with 225 passengers, exclusive of children, 175 employés, a valuable cargo, and heavy mail, is lost. Of more than 400 souls who left Liverpool on the 20th ult., full of hope, gayety and health, many returning from a European tour of pleasure, only 32 are known to have been saved, and certainly not more than 100 can, by any possibility, have escaped a watery grave.

In addition to all this, another large steamer, freighted with hundreds of human beings, has, in all probability, met a like fate. The details of the horrible disaster are as follows:

On Wednesday, September 27, precisely at 12 o'clock M., in a dense fog, we came in contact with a bark rigged propeller, with black hull, salmon colored bottom, lead colored poop and boats, and black pipe. She was bound eastward, and had all sail set, with a strong, fair wind. The speed of the *Arctic* at the time was about thirteen knots an hour. The shock appeared to us slight, but the damage to the other vessel was frightful.

Capt. Luce instantly ordered the quarter boats cleared away, and the chief mate, boatswain and three sailors went to her relief; before other boats left the order was countermanded. The *Arctic* then described a circle twice round the wreck, during which time I caught a glimpse of more than two hundred people clustered on her hurricane deck.

At this juncture it was first ascertained that we had sustained injury, and the water was pouring in at our bows. When the first officer came alongside to report, the Captain was unable to take him up, but headed N.N.W. in the hope of making land. Our position on the previous day, at 12 o'clock, was latitude 48° 30', longitude 45° 27'. We had run about three hundred and ten miles from the time of this observation until the moment of collision, and were supposed to be forty miles from Cape Race.

The pumps were vigorously worked, and an anchor chain thrown overboard; but, in spite of all exertion, the engines stopped, and the water extinguished the fires. Four of the five other life-boats believed to have been well provisioned, containing the engineers, sailors, a few passengers, and all the officers except the captain and third mate, left the ship at an early stage. The majority of the passengers were working at the pumps—some firing the signal guns, and others launching spars, under the direction of Capt. Luce and Mr. Dorian, the third mate, to form a raft.

In order to facilitate this latter work the sixth and last boat was lowered. Dorian, one or two firemen, three of the other passengers saved, and myself were busily engaged lashing water casks and settees to the main yard, two topgallant yards, and several smaller spars—the Captain, with a number of gentlemen, protecting the work by keeping back the crowd—when a panic seized all on board, a rush was made, passengers and firemen precipitated themselves headlong over the bulwarks on to the raft, and in a moment our little boat was full, and in imminent danger of being sunk.

In this emergency, Dorian ordered the rope which held us to the steamer to be cut, and with our hands and axes we paddled from the raft's side. The mate, who throughout preserved great presence of mind, and labored with heroic energy, cried out: "For God's sake, Captain, clear the raft, so that we can work. I won't desert the ship while there's timber above water."

But the sea was now flush with the dead-lights. In less than three minutes from the time he spoke, the stern sunk—the foam went boiling over the tumbling heap of human beings—many were dashed forward against the pipe. I heard one wild yell, (still ringing in my ears,) and saw the *Arctic* and the struggling mass rapidly engulfed. Numbers yet clung to the imperfectly constructed raft; but, alas, we could render them no aid. Our own situation was no less precarious; and, cruel as it seemed, we were forced to abandon them to fate. Heaven forbid that I should ever witness such another scene.

We however picked up two more men, and then, with an overloaded boat, without oars, tholepins, food or drink, avoided with difficulty the fragments of the wreck, and passing many dead females, prepared for a night upon the ocean. We secured a floating pumpkin and cabbage to guard against immediate starvation, lashed a spar to the bow of our boat to keep her head to the wind and sea, and thus drifted until daylight; the night was cold and foggy, with a heavy swell, and, in a cramped, drenched and half-naked condition, we suffered terribly.

Without dwelling upon our miseries, alleviated much by the consciousness that we had endeavored to do our duty to our fellow men, suffice it to say that at 5 o'clock on the afternoon of the 28th we espied a sail, and raised a handkerchief to attract attention. We were successful. With the rude substitute for oars which we had constructed during the day by lashing planks to capstan bars, with a view of attempting to gain land when the sea subsided, we pulled towards the ship. On our way we passed the remnant of the raft with one man on it apparently alive.

The bark proved to be the *Huron*, of St. Andrews, N. B., Capt. A. Wall, bound for Quebec. Our men safe on board, the noble hearted Dorian, with some of the *Huron's* crew, returned to the raft and rescued the poor fellow who for twenty-six hours had clung to the spars. He states that after the steamship sunk, he counted seventy-two men and four women on the raft, but at 8½ o'clock he was the only one alive. In the morning two bodies were beside him, much eaten by fishes, and at the time he saw our boat he was on the point of voluntarily dropping into the sea to end his agony. Coming from the raft Dorian encountered and examined the life-car of the *Arctic*. It contained a bottle of water, some cheese and a lady's garment.

By the humane Captain of the *Huron*, Wellington Cameron, a son of the owner, we were received with great kindness, our wounds dressed, fires kindled, and food and clothing provided in abundance. During the night of the 28th, Capt. Wall hung out extra lights, fired rockets, and kept a horn blowing, in hopes of falling in with the remainder of the boats. But his endeavors were fruitless. On the morning of the 29th he spoke the ship *Lebanon*, Capt. Story, bound for New-York, by whom eighteen of our number were taken off, kindly welcomed and well treated.

We have this morning reached New-York by pilot boat *Christian Bergh*, No. 16, to which we were transferred from the *Lebanon*, and to the crew of which we were under great obligations.

The fate of the propeller and our five boats is unknown. If the steamer was, as I have reason to think, the *Charity*, from Montreal to Liverpool, she is, I believe, built with water-tight compartments, or bulkheads, and will float, notwithstanding the damage to her bow. The fact that a boat left her, which was capsized by our paddles, augers well for her buoyant condition, though Capt. Wall, of the *Huron*, on the morning of the 28th, saw a singular looking craft far to leeward, but was unable to tell whether she was a steamer or sailing vessel. He says she had a nondescript appearance, and may have been the wreck of the propeller. The following is a list of those saved in the sixth boat:

**Taken to Quebec by the Huron.**

James Abry, ship's cook.
Luke McCarthy, fireman.
Joseph Connelly, fireman.
Richard Mahan, fireman.
Thomas Conroy, fireman.
James Connor, fireman.
John Drury, fireman.
Christian Moran, fireman.
James Ward, fireman.
Christopher Callaher, fireman.
Thomas Wilson, Assistant Engineer.
Robert Bryan, waiter.
David Barry, waiter.
Erastus Miller, waiter.

**NAMES OF PERSONS KNOWN TO BE IN THE SHIP'S BOATS.**

The five boats which may have reached land or been picked up, are known to have contained:

Mr. Gurley, First Officer.
Thomas Wilde, Boatswain.
Mr. Balam, Second Officer.
Mr. Graham, Fourth Officer.
Mr. Moore, New-York, passenger.
Mr. Rogers, Chief Engineer.
Mr. Brown, First Assistant.
Mr. Walker, Second Assistant.
Mr. Willett, Third Assistant.
Daniel Connelly, Fireman.
John Moran, Fireman.
John Flanagan, Fireman.
Patrick McCauley, Fireman.
Mr. Dingnel, Engineer.
Mr. Kelly, Engineer.
Mr. Timpson, Engineer.

And a young man named Robinson, under instructions in the Engineer's department, besides sailors and quartermasters.

Among those whom I last saw on the quarter-deck, whilst fastening life-preservers on the females, who must have sunk with the ship or perished on the raft, were Capt. Luce and son, Mrs. E. K. Collins, Master C. Collins, Miss Collins, Mr. Brown and family, (connection of the senior of the firm of Brown, Shipley & Co., Liverpool,) Mr. Thomas, importer of hosiery, New-York; Mr. Adams, Brooklyn; Mr. Bowen, and C. Springer, Cincinnati; Mr. J. Muirhead, Jr. Petersburg, Va.; Mr. Hewitt, Mrs. Hewitt and daughter, Fredericksburg, Va.; Mr. Wood, New-York; Mr. Yeaki, Mr. Schmidt, Miss Murton, Falmouth, England; a nephew of Mr. Bloodgood, hotel-keeper, Philadelphia, residing in Albany; the Duke de Grammont, of the French Embassy; 2d steward, wife and child; Annie, a colored girl, and Mary, stewardesses; Miss Jones, Mr. Petrie and lady, Stewart Hollin, Washington, D. C.; J. Cook, Opelousas, La.; with many more whose names I did not know, but whose features are indelibly imprinted on my memory.

A Mr. Comstock, brother to the commander of the *Baltic*, was drowned by the capsizing of a boat whilst being lowered.

Government dispatches from France and England, entrusted to my care by Mr. Buchanan, I could not save.

The boat in which we escaped was one of Francis' patent metallic, No. 727, from which her capacity can be ascertained, compared with the number rescued. Respectfully,

GEO. H. BURNS, Adams & Co. Express,
New-York, Oct. 10, 1854. Philadelphia.

Mr. Burns was called upon yesterday at Adams' office, by many of the friends of the lost. The scenes that transpired were frequently very affecting.

In addition to his former statement, Mr. Burns says that at least one of the five boats, whose fate was unknown when he left the *Arctic*, possessed a compass, but the boat in which he was saved was destitute of that useful article. Whether the number and capacity of the life-boats on board the *Arctic* were adequate to the rescue of all the passengers, he did not pretend to judge.

## List of Passengers on Board the Arctic.

The following is a correct list of the passengers on board the *Arctic*. It was received by the *Canada*, recently arrived from Liverpool:

| | |
|---|---|
| M. Dupassin and friend, | Mrs. and Miss Stone, |
| E. Bucch, | M. A. Stone, |
| F. Henry, | M. Scheibler, |
| M. Grant, lady and child, | H. Thomas, |
| T. B. Jones, | Mrs. J. Lindsey, |
| J. G. Smith, | Miss Massey, |
| Miss Jane Murton, | P. Johnson, |
| Miss Smith, | G. Meakes, Jr., |
| W. B. Brown and lady, | C. Petrie and lady, |
| Miss Maria Brown, | Mrs. Perrin, |
| N. Babcock and lady, | Edward Sandford, Esq., of New-York, |
| C. T. Mitchell, | B. C. Wood, |
| M. Babcock, Jr., | J. Zollogi, |
| M. De Mayer, | M. Milville, |
| J. B. Cooke, | S. Jeffords, |
| A. Bancho, | G. B. Pearson, |
| W. P. Rathbone, | G. F. Allen, lady, infant and nurse, |
| M. Guynete, 2 children and nurse, | W. B. Browne, infant and nurse, |
| M. Burns, | R. S. Williams and lady, |
| M. M. Day, | D. Cannon, |
| Mrs. Day and daughter, | W. Bowen, |
| M. Delgrado, friend and ser, | M. Berney, |
| Mrs. G. McCracken, | H. Le Roy Newbould, |
| Mrs. Scott, | Miss Stewart, |
| M. Moriss, | Miss Hazard, |
| Mrs. Edward K. Collins, of New-York, | W. Barber, |
| Miss M. A. Collins, N. York, | M. Christie, |
| C. Collins, New-York, | W. W. Gilbert and servt, |
| M. Woodruff and lady, New York, | H. H. Koon, |
| M. North, | H. Reed, |
| M. D. Yoest, | C. C. Springer, |
| A. Benedict and lady, | M. Eggers, |
| C. Fabricotti, | G. Guynet, lady and child, |
| J. B. Hegg, | M. Hirsch, lady and serv., |
| M. Dawson and lady, | M. Hewett and lady, |
| Miss Benjamin, | M. Hinde and friend, |
| Mrs. Ropes and son, | M. Wallace, |
| Mrs. Childs and daughter, | M. Waterman, |
| Miss Revel, | Miss Major, friend and ch'd, |
| Miss Bronson, | M. Ravenscroft, |
| Mrs. Howland and son, | S. M. Woodruff, |
| F. W. Gale, lady and svt., | J. Young, |
| M. Gihon, | H. Barber, |
| J. Lynch and lady, | J. Thomson, |
| M. Adams, | Mrs. Bryan, |
| M. Brady, | T. Lochmiranet, |
| F. Catherwood, | M. Pratt, |
| J. J. Barell, | M. Sheldon, |
| M. Hilger and friend, | Mrs. M. Hodgson and fr'd, |
| M. Hollub, | Miss Ford, |
| M. Niven, | J. Fryer, |
| C. St. John, | T. Sherburner, |
| H. Moore, | T. Schuster, lady and two daughters, |
| W. W. Comstock, | M. Wasterburh, |
| M. Perkins, | S. Culner, |
| J. Smith and lady, | M. Guilliam, |
| M. McGlyvis, | Miss Mitchell, |
| F. Madison, | Miss Hay, |
| H. Jenkins, | H. Arbuckle, |
| M. Schmidt, | F. Coop, |
| M. Waring, | W. Ferguson, |
| Captain D. Pratt and lady, | M. Lemoire, friend, two ladies and three children, |
| H. P. Stuart, | B. Hilbroner, |
| Duc de Grammont and servant, | A. Garcia, |
| M. Major and friend, | Miss A. Lais, |
| Mrs. Major, inf. and child, | T. Newman and son, |
| Miss Brun, | M. Mc Dougal, |
| Mrs. Drew, | H. Musterd, |
| J. Holbrook, | M. Hatcher and friend, |
| Miss Jones, | J. McMath, |
| J. Muirhead, | Mrs. Ridge and friend, |
| James Smith, | M. Geiger and lady, |
| M. Bedford and friend, | W. Nicols, |
| G. Brown, | M. Fane and friend, |
| M. Moyes, | Edgecombe and infant, |
| H. Cook, | M. Frank, |
| C. Christians and friend, | F. Rhine, |
| P. F. Gram, | M. Culman, |
| T. Robson, | M. Bush and son, |
| G. Dodds, | M. Hennesy, |
| M. Pasive and four friends, | M. Patterson, |
| M. Wiberg and friend, | Mrs. Craig—Total, 256. |
| M. Mayer, | |

## Officers and Crew of the Arctic.

We have obtained from Messrs. Poole, Pentz & Goin, No. 29 Burling-slip, by whom the crew of the *Arctic* were shipped, the following complete list of her Officers and Crew:

| | |
|---|---|
| Commander | Capt. JAMES E. LUCE. |
| First Officer | Robert J. Gourlie. |
| Second Officer | William Baalham. |
| Third Officer | Francis Dorian. |
| Fourth Officer | Mark Graham. |
| Boatswain | Thomas Wilde. |
| Boatswain's Mate | David Reid. |
| Chief Engineer | J. W. Rogers. |
| *First Ass't Engineers* | [illegible] |
| | [illegible] |
| Second Ass't Engineers | Robert [illegible] Walker. |
| | [illegible] Kelly. |
| Third Ass't Engineers | James Willett. |
| | James [illegible]. |
| Oilers | Thomas Wilson. |
| | Thomas Brennan. |
| Purser | John L. Geib. |
| *Carpenter* | George Baily. |
| Watchmen | [illegible] |
| | William Ryan. |
| | John Davis. |
| | Henry McGee. |
| Storekeeper | Edward Church. |
| Assistant Storekeeper | Thomas Whitworth. |
| Engineers' Storekeeper | William Atkinson. |
| Steward | Theodore Randall. |
| Second Steward | Robert Wilkinson. |
| Officers' Steward | Thomas [illegible]. |
| Second Cabin Steward | Joseph Cunningham. |
| Ass't 2d Cabin Steward | Samuel [illegible]. |
| Stewardesses | Anna Downer. |
| | Maria Barber. |
| Engineers' Mess Boy | John Connolley. |
| Firemen's Mess Boy | James Garland. |
| Stokers' Mess Boy | Michael Kelly. |
| Oilers' Mess Boy | David Brown. |
| Boatswains' Mess Boy | Benjamin Van Orden. |
| Captain's Man | Abraham Boydell. |
| Saloon Clerks | Simon Andrea. |
| | Victor Mantier. |
| | Theodore Florentine. |
| | Michael Halstead. |
| Ship's Cook | James Abery. |
| Second Cook | John Main. |
| Pastry Cook | Francis Miller. |
| Baker | Henry Nicholas. |
| Butcher | Benjamin Van Norden. |
| Pantry Man | Nicholas Pogious. |
| | Henry Olney. |
| | Jeremiah Waddington. |
| Porter | James Carnegan. |
| Second Porter | John Jobin. |
| *Scullion* | Charles Simms. |
| Head Waiter | William [illegible]. |

*WAITERS.*

| | |
|---|---|
| James Moran, | Bernard Johnson, |
| Robert Bryan, | Arthur Ogle, |
| Andrew Cabrey, | Henry Barker, |
| Michael Bennett, | James Gannon, |
| Michael Meehan, | Charles McCoon, |
| James Farley, | Frederick Linton, |
| Erastus Miller, | Luke Carragan, |
| David Barry, | Frank Leveck, |
| Robert Christy, | James Davenport, |
| John Trey, | John Wheelan. |

SEAMEN.

| | |
|---|---|
| Thomas Danvers, | Richard Smith, |
| Wm. Cummings, | John Mack, |
| Martin Bisko, | John Mock, |
| James Paige, | Geo. Flemming, |
| Peter Montague, | John Humphrey, |
| Archibald Ray, | Henry Hunt, |
| James Allen, | John Lian, |
| Henrich Aicks, | Wm. Lee, |
| Henry Green, | James Holland, |
| Wm. Lupper, | John Frost. |
| Thomas Jaques. | |

FIREMEN.

| | |
|---|---|
| John Adams, | John Garland, |
| Patrick Noland, | Thomas Garland, |
| Patrick Tobin, | John Kohl, |
| John Moran, | Edward Bryant, |
| John Pitterson, | Patrick Allen, |
| Patrick Mann, | Peter Sloan, |
| Alexander Grant, | Dobbin Carnahan, |
| Peter Connover, | Patrick Casey, |
| Dominick Connelley, | Edward Halferty, |
| Luke McCarty, | Daniel Connor, |
| Robert Don, | Joseph Connelly, |
| Richard McKim, | Christie Moran. |

STOKERS.

| | |
|---|---|
| Jno. Coyle, | Bryan Dolan, |
| Jas. Fry, | Michael Russell, |
| Jas. Rigian, | Jas. Flannagan, |
| Jno. Drury, | Jas. Riley, |
| Robert Bell, | Jas. Geddy, |
| Patrick Macauley, | James Connor, |
| Wm. Flannagan, | Michael Connor, |
| Thos. Conroy, | Francis Cowen, |
| Patrick McDrury, | Jno. Reynolds, |
| Jas. Machleney, | Patrick McMahon, |
| Jno. Larkins, | Alexander Wallen. |

## Persons Brought to New-York by the Ship Lebanon.

The following is a list of persons taken from on board the bark *Huron*, Sept. 29, lat. 46, lon. 52, by the ship *Lebanon*, arrived at this port yesterday morning, belonging to the *Arctic*:

PASSENGERS.

| | |
|---|---|
| Wm. Nicholls of England, | Capt. Paul F. Gram, N. Y., |
| Henry Jenkins, California, | Geo. H. Burns, Philadel'a, |
| James Thompson, N. Orl's, | |

FIREMEN, &C.

| | |
|---|---|
| Peter McCabe, New-York, | Patrick Mahan, New-York, |
| Mich'l McLaughlin, do. | Thomas Garland, do. |
| James Carnagan, do. | Patrick Case, do. |
| Thomas Slawson, do. | Patrick Tobin, do. |
| John Connelly, do. | Dobbin Carnagan, do. |
| Edward Brian, do. | Thomas Brennan, do. |
| Francis Dorian, 3d officer. | |

## The Nameless Propeller.

Great doubt still exists in relation to the name and Nationality of the propeller with which the *Arctic* came in contact. Late intelligence from Montreal would seem to justify the presumption that it was the propeller *Cleopatra*, Capt. Saw, belonging to the line of the Canadian Steam Navigation Company, bound from Quebec for Liverpool. She sailed from Quebec on the 24th, and would have naturally been in the latitude of the accident on the 27th.

We quote from the Quebec papers:

*From the Quebec Observer, Sept. 25.*

A few minutes before the arrival of the Governor-General at the Legislative Council Chamber to give his assent to the Reciprocity bill, the 71st Regiment passed, preceded by the band of the 26th Regiment *en route* for embarkation in the steamship *Cleopatra*, which is to carry it to England. The scene was thrillingly imposing. An immense crowd was assembled, and, as "Auld lang syne" died upon the ear, the departure of the 71st, than which a finer regiment is not in the British service, produced a sorrowful sensation. The 71st have conducted themselves well, and were in consequence general favorites with all classes.

The *Cleopatra*, with the 71st on board, steamed out of the harbor yesterday, about noon.

*From the Quebec Colonist, Sept. 25.*

Four companies of the 71st Regiment embarked on Saturday afternoon on board the steamship *Cleopatra* for Liverpool. The remainder of the corps will proceed in the next steamer.

Yet, on the other hand, the story runs that it was a French vessel. This point cannot be satisfactorily settled at present. We give both sides.

In connection with this point, we give place to the following:

*To the Editor of the New-York Daily Times:*

Sir—It cannot be the steamer *Charity* that run into the *Arctic*. We have this day from our Canadian agent a letter saying "The goods by *Canada* and *Charity* (English steamers) are being loaded in absence of Invoices and Bills of Lading at our cost." The said Invoices and Bills of Lading we are advised are on the *Arctic*. The *Charity* and *Canada* are in the St. Lawrence. Is it not the large steamer *Ottawa* with troops from Halifax that has been in collision? Yours, faithfully,

E. BAINBRIDGE & CO., No. 47 Cliff-street.

## Proceedings in Court Yesterday.

At the opening of the Court of Common Pleas yesterday, Judge Daly presiding, suitable notice was taken of the melancholy event.

Mr. James T. Brady, counsel for defence in the suit on trial, rose to move an adjournment of the Court, in honor to the memory of the distinguished members of the Bar whose lives have been lost on board the *Arctic*. The motion prevailed, and the Court adjourned. The following resolution was ordered to be placed on the minutes:

*Resolved*, That this Court do now adjourn, as a slight testimonial of respect for the memory of our brethren lost in the *Arctic*, and also as a manifestation of our sympathy for those of our fellow-citizens who have been bereaved by this calamity.

## Action of the Corn Exchange.

The members of the New-York Corn Exchange held a special meeting yesterday morning, in reference to the loss of the *Arctic*. The following minute was entered:

At a meeting of the New-York Corn Exchange, held at their rooms, this (Wednesday, Oct. 11,) morning, and after some brief and pertinent remarks by the President, N. H. Wolfe, Esq., in reference to the melancholy calamity that has befallen the community in the loss of so many valuable lives in the noble steamship *Arctic*, as an expression of condolence for the sorrows of the bereaved, it was

*Resolved*, That the Corn Exchange Rooms be draped with crape for thirty days.

F. H. HOLT, Secretary.

## Description of the Arctic—Peculiarities of her Construction, &c.

The *Arctic* made her trial trip on Friday, October 18, 1850; and sailed on her first voyage on the 26th of the same month. She was the third of the Collins line, and was constructed with remarkable care, and with an eye to uncommon swiftness. The account of her performances at the time of the trial trip is sufficiently interesting to be reproduced. We give it from the columns of a contemporary of Monday, Oct. 21, 1850:

[illegible] the new steamship [illegible] called the *Arctic*—the *Atlantic* and the *Pacific*—having [illegible] Wharf [illegible] Novelty Works [illegible] Twelfth-street, East River [illegible] trial trip. There were on board, Mr. Collins [illegible], Mr. Stillman of the Novelty Works, a body of distinguished Captains and Engineers, a representation from the Press, and a few other invited guests. As we glided leisurely and quietly into the Lower Bay, the weather came down so thick that it was not considered safe by the pilot to pass the Hook; [illegible] spent in circling round the Bay, [illegible] to get the points loose and ascertain whether everything was all snug. Just before dark the weather cleared up sufficiently to let us over the bar, when we stood directly out to sea, in a southeasterly direction, toward the island of Bermuda. Although we denominated this the trial-trip of the *Arctic*, it was not intended as a trial of speed; not even so much as a trial of the machinery, in any respect, as it was a trial of one or two specific points—the chief of which was the aid which a steamship may receive from the use of sails, and the economy of fuel and time which would result from a much more liberal display of canvas than has ever heretofore been made on board such craft. The experiment in this respect was highly satisfactory, and proved quite conclusively to the critical judgment on board, that a serious misapprehension has prevailed on both sides of the Atlantic on this point; the sails of steaming marine vessels having been regarded as little more than ornamental appendages.

Being now fairly out at sea, let us look around a little and inspect the ship. It is almost too late in the day to go into ecstasies of admiration over any new wonder of the ocean. To be surprised at anything simply proclaims one's own verdancy. The *Arctic* is a "floating palace," and all that, but then every one knows that already. Nothing else will answer. The meanest man that floats now-a-days must be [illegible] as a matter of course, else he grumbles. God grant the time may soon come when all mankind shall be as luxuriantly cared for at home as they are when they go abroad. London Club-houses are said to contribute to bad morals and make bad husbands, taking them away from their families, &c. How long will it be before the stupid world will begin to clamor in the same way about the "floating palaces"? All special progress is damaging. One wheel of a watch can't go faster than the rest without marring [illegible]. How long before capital will perceive that palaces on land will pay better profits at the same rent per square foot than hovels? Let capital study the economies of the large scale and the problem will be solved. The same principle which enables me to travel to Albany in the *Isaac Newton* for 50 cents, [illegible] you and me to live on land in an actual palace, at half the rent we now pay for accommodations which would come under a much more humble designation. Nearly the same cheapness can be given to Ocean Navigation, with the highest style of elegance, as has been given to River Navigation, provided the bulk of the fuel consumed can by any means be so reduced as to give the greater part of the space aboard devoted to it, to the storage of freight. This leads me to say, in passing, that there is an intelligent and practical gentleman in this City who believes he has discovered a principal by which that grand desideratum can be accomplished. He is constructing a model boat to try the experiment. Success go with him. We fear he'll fail. We hope he won't. But all this has little to do with "The Trial Trip of the *Arctic*." I was merely thinking that I wished a Collins or two would spring up in New-York, and, looking inland, would attack and revolutionize our domestic architecture, so that a man should not be made to loathe his own home by the contrast, whenever he visits a club-room or goes a voyage at sea.

The *Arctic* is 290 feet in length upon the upper deck, 45 feet beam, 32 feet hold, with the same general features of construction and finish as the *Atlantic* and *Pacific*, but with some considerable improvements. It is believed in the model—the angle of entrance, especially, being still more delicately adjusted to the ideal perfection of form, always apparently to be approximated but never attained, which is best fitted for cleaving the water with the least possible resistance. This is a point in which the skill of American ship-builders has long stood prominent, and Mr. Wm. H. Brown, the builder of the *Arctic*, ranks high in this department of his art, though possibly Mr. Collins might be inclined to dispute with him some portions of the merit of the present triumph in this particular. The joiner was Mr. Robt. Laton. Mr. Geo. Platt is entitled to the credit of designing the ornamental work, and Messrs. [illegible] to that of the splendid upholstery. Their skill combined has furnished the accommodations of what all who have seen her, pronounce to be an exceedingly comfortable and splendid sea boat. In passing through her saloons one is constantly and pleasantly struck with the rigid chastity of good taste which everywhere reigns over the profuse splendor of display. There is none of the gaudy harlotry of red, and none of the over-wrought "gingerbread work" which sometimes offend the eye upon our river boats and in the residences of our mushroom aristocracy. Everything wears the air of massive and solid comfort, adorned, but not overburdened by an exuberance of wealth.

The magnificent engine was manufactured at The Novelty Works of Messrs. Stillman, Allen & Co., and deserves more special description. It is what is called a 'Side Lever Engine,' having a ninety-five inch cylinder and ten feet stroke, giving her ten per cent. advantage over any steamer ever before built. To take advantage of this power, she has wheels thirty-five feet six inches in diameter, with one foot more dip in the water than the *Atlantic* and *Pacific*. The wheels are armed with thirty-six paddles, each 12 feet 8 inches in length. The immense fabric of the engine rests upon cast iron bed pieces, weighing not less than thirty-eight tons, being thirty-five feet in length, and nine feet in width. The framing and connecting part of the engine are of wrought iron and the pistons of brass, which last is an entirely new feature. The shafts are 23 inches in diameter. There are four immense boilers of the vertical tubular construction, with thirty-two furnaces, and about 6,800 tubes. The weight of the engine and boilers, entire, without water, is eight hundred tons. They occupy ninety-five feet of the length of the boat, and thirty-two feet in depth. The cylinders are provided with balance poppet valves,—a feature peculiar to American steamers, giving a free ingress and egress of the steam to the cylinder. There are also gauges of various construction, for telling the force of steam, the amount of vacuum, the temperature of the hot water, &c.; an engine-meter, which counts the revolutions of the engine, from one to a million; and an indicator, for measuring the working of the engines, which it does by tracing diagrams on cards. The boilers are furnished with three separate instruments for noting the height of water in them, each boiler having one of Dunham's patent fuse tubes, to give warning of the subsidence of the water from the furnaces; and also with one of Stewart's salinometers, for measuring its density. The doors of the boilers are water-doors; that is, the water circulates through the hinges and the doors themselves, making the furnace-rooms as comfortable as any other part of the ship. That is a Yankee notion. Each boiler is provided with a shut-off valve, enabling any one boiler to be shut off from the rest. There is a clinometer, to show the level of the ship lengthways—a species of inverted syphon, which directs the part of the ship from which the coal should next be taken, to preserve the trim of the vessel. This is an American modification of a European invention, rendered much more certain in its indications. All the principal journals of the engine are furnished with self-acting or automatic oil-cups, which discharge oil in proportion to the rapidity of the movement, and stop when the engine stops. In a word, every known improvement in engine building has found a place in this noble piece of mechanism. The furnaces are in two tiers, the upper tier being fired by means of a moveable platform.

The Chief Engineer of the Company is Mr. E. W. Smith. The Engineer of the boat is Thomas Farren. He is assisted by two first assistants, two second assistants, three third assistants, three fourth assistants, one storekeeper, 24 firemen, and 20 coal trimmers or stokers.

The hull of the vessel deserves special notice for some features peculiar to this line of boats, if not to this boat. *Mr. Collins deserves great credit, especially for the amount of timber put into the hulls of these vessels, a point in which American ships have heretofore been frequently deficient. In the timber and fastening far greater expense has been incurred than the builders would have thought necessary if left to their unlimited discretion. There is a system of diagonal iron bracing of the ship's sides throughout, riveted at every crossing, which is entirely new to this line, and is due to Mr. Stillman. In addition to this, all the timbers, wherever they are joined, are coaked, a method of uniting timbers which prevents the working apart of the joint, and gives it the strength of any other portion of the beam. They are the strongest ships ever built.*

As I have said, the main object of our trip was not to test the power of the engine. Of that, all were satisfied who were competent to judge, by the principles involved in its construction, and it was thought best not to put the boat on her speed until every part of the engine had been reexamined and adjusted after a day or two of moderate running. After running out, therefore, to the southeast about 160 miles, we returned to the Hook, came over the bar yesterday morning, and returned to the City. Although there was no absolute trial of the speed of the boat, all those competent to judge were fully satisfied of the superior powers of the craft for performing all that will be required of her. The following points, at a low pressure of steam, will enable those who understand the subject to form satisfactory conclusions. With 21 pounds weight of steam to the square inch upon the boilers, and 11 to 11½ revolu-

[illegible] ... Pardon C. Luce, late Captain of the [illegible], in command of the Arctic. The other officers have not yet been definitely settled upon. [illegible]

Coming into the Harbor [illegible] the Arctic, [illegible] to make ready for her speedy departure on the European voyage.

**The Arctic's Rate of Speed.**

The Collins line has been notorious for swiftness, and the Arctic has taken her share of the laurels. We add an item of the principal "crack" passages which have been made by the ill-fated steamer, viz.:

| | Time. |
|---|---|
| Oct. [illegible], 1850, [illegible] | 9 d. 22 h. |
| Feb. [illegible], 1851, outward passage | [illegible] |
| April 6, 1850, homeward passage | [illegible] |
| Aug. [illegible], 1852, outward passage | [illegible] |
| Oct. 7, 1850, outward passage | [illegible] |
| Dec. 13, 1852, homeward passage | [illegible] |

**Wreck of the Steamer City of Philadelphia.**

On the 14th of September, only three days before the Arctic's disaster, the steamer City of Philadelphia was wrecked only a few miles from the spot where the Arctic met her fate. In connection with her destruction, the following narrative from a passenger on the Philadelphia steamer will be read with interest:

NARRATIVE OF MR. J. W. GADSBY.

The City of Philadelphia sailed from Liverpool on her first trip for Philadelphia, favored by wind and tide, at noon, on Wednesday, the 29th of August. The day was fine, and scarcely an individual of 600 passengers but appeared as happy as though bound upon some pleasure excursion, rather than [illegible], leaving home and country to seek shelter and subsistence in another land. The day following our embarkation we took a last look at the dim cliffs of Old England, and turned our faces towards our Western haven. For six days we were favored with fine weather, clear skies and smooth seas, and everything bid fair for a prosperous voyage. Our ship sailed and steamed right gallantly along, and we enjoyed all the pleasure, with none of the usual discomforts, of an Atlantic voyage.

But I could not help observing that, amid the general hilarity, our commander, though prompt and unceasing in his attention to his onerous duties, was evidently troubled about some matter of grave moment. He rarely retired to his stateroom, even for an hour's repose, but paced the deck night and day, ever and anon peering into the compass boxes, and then consulting with his officers. At length I closely examined those objects of his particular solicitude, the compasses. We had six of them on board, all of which, it is said, were duly adjusted in Glasgow and Liverpool, but I discovered that no two of them agreed; some of them varied between five and six points, and the two steering compasses in the wheel-house differed from a point to a point and a half.

This sad state of things was undoubtedly to be attributed to the [illegible] regulate the compasses, for in my opinion, with properly regulated compasses, an iron vessel is as easily worked as would be one of wood. On the morning of the 14th of September a heavy rain began to fall, and the atmosphere became so densely clouded that no observation could be taken that day. The same kind of weather prevailed throughout the next day, and again no observation was practicable. About 4 o'clock in the afternoon, if I recollect aright, on casting the log, the steamer was said to be making 10 knots an hour.

About 11½ P. M., when nearly all the passengers were in their berths, and the ship was going at the rate of over ten knots an hour, she ran against a sunken rock, with a frightful concussion. Instantly the ship was alive; from every hatchway the passengers—men, women and children—poured over the deck, in the wildest confusion and distress, and many of them in an almost primitive state of nudity, rending the air with their shrieks, and manifesting every symptom of mortal terror.

Now the seamanship of our Captain, and the discipline of the crew came into requisition. The en[illegible] ought to stop the hole. But the latter was found to be impossible, as the orifice was some six feet long by four broad, through which the water poured in a torrent, soon filling the forward compartment of the hold to the water-line.

It was ascertained that the point upon which the vessel had struck was off Cape Race, so having taken in all sail, the steamer was backed off and headed for Chance Cove, about 7½ miles to the eastward. This Cove she reached, however. She had hardly got into shallow water ere the second compartment was flooded and the fires extinguished. During all this time the sea was calm as a mirror, but the fog was so dense that objects could not be distinguished a ship's length distant. Boats were launched and a party sent to survey the beach; they reported it good, with a fine sandy bottom, whereupon the vessel was run aground as far up as possible, and but about three-quarters of a mile from the shore, and the anchors let go.

The boats were then hoisted out, and the passengers having by this time mostly come to something like their senses, the work of getting them ashore was commenced. The ladies and children were first debarked, and after them the male passengers. During the performance of this arduous duty, the utmost care was taken to prevent accident, by keeping in check the excited crowd, who would otherwise have rushed into the boats and swamped them. Fortunately but little surf was on at the time, so that the whole of the passengers were got on shore by 4½ A. M. without the slightest accident.

The shelter and provision for so large a number of people thus thrown upon a desolate shore, some sixty miles from the nearest village or town, was the next consideration. Spars, sails, provisions and fuel were sent ashore, tents rigged, fires lighted, food cooked, and everything possible under the circumstances was done for the comfort of the castaways. By night, mattresses and bedding enough for the ladies were got ashore; for the men large fires and close quarters had to suffice.

On the next day most of the passengers' luggage was got out and conveyed ashore; but in doing this some confusion occurred, from the fact that a part of the crew broke open some of the trunks and abstracted their most valuable contents. These fellows were arrested and put in irons.

On the day following the beaching of the steamer, the wreck was surrounded by a fleet of fishing smacks, the crews of every one of which watched every opportunity to steal property, and I am informed that they did carry off considerable. Some few of the more audacious got broken heads, and a treat to some scalding soup, from the cook and his crew, for their pains.

A large quantity of the ship's stores, as also many valuables belonging to the passengers, were subsequently found in the forecastle of the steamer, where they had been secreted by some of the delinquent crew.

After the effects of the passengers had been got safely ashore, the work of breaking out the cargo commenced, but this was necessarily slow work, as most of it was submerged in water.

On Saturday a small mail steamer named the Victoria, which was plying between the different posts of the Telegraph Company with provisions, &c., hove in sight, and being signalized by Capt. Leitch, hove to, when she was boarded, and an agreement made for the transfer of the passengers to St. Johns at $5 per head. That night 250 of them embarked on her, and the remainder on the day following. The baggage was sent after them to the same place, in schooners.

The passengers on arriving at St. Johns, N. F., were provided with the best accommodations the town afforded, the company incurring the expense of their maintenance, and the town people demanding double price for every necessary. It was announced that the company would provide for the passengers, as speedily as possible, suitable conveyance to Philadelphia, and that until that time the expense of their keep would be borne by them; also that to such as chose to proceed earlier, their expenses would be defrayed to Halifax; 166, among whom was myself, accepted the latter proposition, and came on in the mail steamer Merlin. The residue preferred to remain for the promised conveyance to Philadelphia.

**Election Prospects.**

*Extract of a Private Letter, dated*

POUGHKEEPSIE, Tuesday, Oct. 10, 1854.

I have a letter to-day from a veteran Democratic editor, now wielding his pen and influence at the head of a newspaper in this State, in which he says, "I shall cut loose from the old party, and go it with a [illegible] against Rum and Slavery. I shall support the Whig ticket, which, after twenty years' public service as a Democrat, is a pretty fair stride for one who does not [illegible]," &c., &c.

I think there are "many of the same sort," throughout the State, among whom is your humble servant.

# FOUR DAYS LATER FROM EUROPE.

## ARRIVAL OF THE UNION.

## DETAILS OF THE CRIMEAN EXPEDITION.

## THE ALLIES IN SPIRITS.

## MOVEMENTS OF THE RUSSIANS.

## INTENTIONS IN THE BALTIC.

## EGYPT SENDING TROOPS.

### The Markets, Exchange, &c.

By the arrival Wednesday morning of the United States Mail steamship *Union*, Capt. ADAMS, we have dates from London, Southampton and Havre to the 27th ult.

The *Union* left Havre at noon, and Southampton at 6 P. M. of the 27th.

The United States Mail steamer *Washington* touched at Southampton on her way to Bremen on the 23d ult. The *Europa* reached Liverpool the same day.

The United States steam frigate *San Jacinto*, Capt. STRIBLING, sailed from Southampton for the Baltic on the 27th ult. The Mayor of Southampton paid an official visit to this fine ship the previous day.

The British screw steamship *Indiana* (CROSKEY & Co.'s line) was loading at Havre for New-York, and was to leave that place on the 3d and Southampton on 4th. She was to be succeeded by the magnificent new steamship *Croesus*, of 3,500 tons and 600 horse power, in November.

The English and French journals received by the *Union* contain further important details respecting the expedition against the Crimea. The allied forces landed, it appears, to the south of Eupatoria, and 20 miles nearer to Sebastopol than was at first reported. The landing place was at Old Fort in lat. 45°, only 30 miles distant from the Russian stronghold. Before the night of the 14th, the commander-in-Chief had succeeded in landing all their infantry and part of their artillery. On the 15th the swell on shore considerably impeded operations, but some progress was made, supported by a division of the fleet under Sir E. LYONS. On the 16th the disembarkation of horses and baggage was proceeded with, with the utmost rapidity. The siege train and heavy baggage would not, probably, be landed at Old Fort, but was to be carried by the fleet to some place nearer Sebastopol, where they could be landed under the protection of the army, and thus save the fatigue and difficulty of conveyance by land. The army was to remain in position at Old Fort till the 18th, when the troops were to march along the coast road on Sebastopol, in the vicinity of which it was expected they would arrive about the 20th. The health of the troops was excellent.

OMAR PACHA received at Bucharest, on the 23d September, the following dispatch, dated Old Fort, Sept. 17, and signed by Marshal ST. ARNAUD and Lord RAGLAN:

"We beg leave to inform your Highness that we disembarked successfully to the north of Sebastopol. The enemy offered no opposition as we occupied our positions. The circumstance has produced the most profound impression on the Tartar population, who do not conceal their sympathy for our cause. All our guns and material have been landed, and we march upon Sebastopol with every confidence in the success of our grand enterprise."

A variety of rumors were current at the sailing of the steamer, one of which, that the Russians had been completely routed, with a loss of 18,000 men, was not credited.

A telegraphic dispatch from Vienna of the 26th, announces that Prince MENSCHIKOFF had advanced with his troops to Borluuk, on the river Alma, and had taken up a position there awaiting the attack of the allies and expecting reinforcements. Prince MENSCHIKOFF had also telegraphed to St. Petersburg that the Russian fleet had sailed from Sebastopol to intercept the reserve from Varna. This was supposed to be too good news to be true.

The Paris *Siecle* says that Prince MENSCHIKOFF will await the attack of the allied troops in the entrenched camp which protects Sebastopol. Should the camp be taken the town will be defenceless, and the old Prince will himself set fire to it in fulfillment of the resolution announced in his proclamation. Having done this he will assume the command of the fleet and risk a naval battle, not with the hope of success, but in the expectation of a glorious disaster.

Accounts from the Baltic state that it is nearly certain orders had been received from England for the bombardment of Revel before the return of the fleets.

The German papers mention a rumor from Bucharest of great importance if true, viz.: that the Russians had not only not evacuated Galatz, but that the corps of General GUYON, 60,000 strong, had recrossed the Danube and entered the Dobrudscha. Letters from Matschin also state that that place had been occupied again by the Russians, who were determined to try a *coup de main* against Varna.

The *Baltic* reached Liverpool at 3 A. M. on the 27th ultimo. Lord DENMAN died on the 26th.

The Viceroy of Egypt has given orders to dispatch 10,000 additional troops with a corresponding force of Artillery, to take part in the War in the East.

The Paris *Moniteur* announces that the Austrian General HESS made his entry into Burcharest on the 23d Sept. The Emperor of Austria had dispatched telegraphic orders to General HESS to offer no opposition to the movement of the Turkish army upon Galatz or Ibraila in the event of such a movement forming part of the combinations of OMAR PACHA. No impediment is to be thrown in the way by the Austrian Troops to offensive operations by the allies against Russia in the Principalities.

**Progress of the Invasion of the Crimea—Latest News.**

*From the London Times, Sept. 26.*

The telegraphic intelligence which arrived yesterday through Vienna from the seat of war, adds little to the authentic information of the landing received on Sunday evening by the British Government. It seems, however, that OMAR PASHA had received on the 22d, a communication from the Crimea of the 17th, that is one day later than Lord RAGLAN's dispatch, and this message was immediately transmitted to Vienna. The principal particulars contained in this communication are, that the artillery and stores of the army had been disembarked, probably to avoid the danger of the transports being obliged to stand off from the coast during the equinoctial gales; that the Russians had retired as the allies advanced; that the troops are marching towards Sebastopol; and that the Tartar population of the Crimea are disposed to sympathize with the liberating armies. It is, of course, impossible for us to vouch for the accuracy of these statements, for, as we have recently seen in the case of the alleged landing at Eupatoria, the intelligence transmitted by the electric telegraph sometimes deceives every Government in Europe, and is seldom entirely trustworthy till confirmed by subsequent information. But these details are precisely what were to be expected under the known circumstances of the case, and every hour increases the confidence entertained that this prodigious expedition will be crowned with signal and even speedy success. There is every reason to hope that before the commencement of the equinoctial gales in the present week all the transports will have discharged their freight, and no doubt can now be entertained of the ability of the allied forces to hold their ground against the enemy, even if they were attacked. It is probable that just at the time of the equinox the weather will for a few days become rough and unsettled, but the autumnal season which then sets in is commonly in those climates the most delightful period of the year, and the troops may rely on about six weeks of fair weather, with moderate heat, in the south of the Crimea, while the Russian forces north of the isthmus will feel at a much earlier period the approach of Winter. As far as anything can be known of the movements of the forces, if indeed they had begun to move, we conclude that the Russians were retiring, and that the allied armies were taking the direction of Sebastopol. Throughout the present campaign in [illegible] at Bomarsund, at Silistria, and wherever the Russian forces have come into collision with the enemy, they seem to have fought without spirit or confidence; and, though in some instances they have shown some of that dogged courage and insensibility for which the Russian army was once renowned, they have entirely failed to seize the initiative, and have generally yielded before a spirited attack. They fight like men not in earnest, who are ready to accept the first decent pretext to lay down their arms or to escape from the field. There is scarcely a regiment in the Imperial service which does not contain men notoriously disaffected to the Government. Poles eager to join the French, against whom they are compelled to serve, and men of other races equally hostile to the Power which has compelled them to take up arms. Even the Russian serf, brutalized by the tyranny of the conscription and the stick, brings into action no generous enthusiasm or patriotism, and is alike insensible to those heroic impulses of honor and duty which are the watchwords of the French and English soldier. The invasion of Russia in 1812 did undoubtedly awaken the strongest feelings of the Russian nation. The enemy was marching into the heart of Holy Mother Russia, and no sacrifice was too great to burn out an invader who would have wintered in the Kremlin. But in the foreign dependencies and conquests of Russia, such as the Crimea, the Aland Isles, the Circassian coast, or even the Kingdom of Poland, no such patriotic zeal can be awakened. The Czar has not had much success in persuading his people that they are fighting for the diffusion of orthodox Christianity, and, in short, both his officers and his men behave like troops who would gladly learn that the war is at an end. As for the population of the countries which have been invaded, whether in the provinces of the Danube, on the Finnish islands and coasts, in Circassia, or in the Crimea, it is evident they hail with delight the overthrow of the Russian Government. Nowhere has the State received any support from its independent subjects; everywhere intimidation and terror have been used as the only means of supporting the authority of the Empire over the inhabitants. Gamla Karleby is a solitary exception to this remark; but there the inhabitants were roused because their property had been injudiciously threatened and destroyed. In the Crimea there is great reason to suppose that if the inhabitants are kindly treated, paid for their produce, and made to understand the object of the expedition, they will be more ready to sympathize with the invaders than to assist their former masters. The Turkish division of the army will serve as a link between the Mahomedan population and the European forces; for, although nearly 70 years have elapsed since the Turks were compelled to evacuate their last positions in the Crimea, the country has not lost its Tartar character, and it was thought by no means impossible that with a little assistance from the other side of the Black Sea the population would be disposed to rise against the Russian yoke. Some of these Tartar chiefs have been incorporated in the bodies of Cossacks formed by the Russian Government from the different tribes which inhabit the vast steppes between the Don and the Sea of Azoff; but even the rude rights of these children of the desert, such as the choice of their Hetman and the government of their villages, have been jealously watched and curtailed by the Government; and, although the Cossack will fight whenever there is plunder and *raki* to be had, he is bound by very slender ties to the Government he serves. The truth is that, in spite of the absolute authority of this Russian system, the action of the Government necessarily becomes extremely feeble at immense distances from the capital, on remote races connected with the empire by mere conquest, and over provinces whose Scythian barbarism is at least allied to a sort of Scythian independence. Whether governed from Rome or from St. Petersburg, these tribes have ever been hardly amenable to positive authority, and they add as little to the strength of NICHOLAS as they did to that of TRAJAN. The real obstacles to be surmounted by our expedition are the regular forces which may be arrayed in the interior of the Crimea, and the regular means of defence which have undoubtedly been accumulated in Sebastopol. What they are can as yet hardly be conjectured, and can only be known with certainty when they have been put to the proof; but everything confirms the suspicion that the nearer we approach to the consummation of this enterprise the less formidable does our antagonist appear, and that even his strong places and his casemated batteries will not long defy the power of a resolute assailant.

**Development of Austrian Policy on the Eastern War.**

*Correspondence of the London Times.*

VIENNA, Saturday, Sept. 23.

An article entitled the "Present State of the Oriental Question," which has appeared in the Augsburg *Gazette*, deserves notice, as it evidently gives the opinions of the States represented at the Bamberg Conference on the Oriental question. After observing that if the expedition against Sebastopol should succeed, the Western Powers will in the Spring still more positively insist "on the moral and political humiliation of Russia," the Bavarian writer proceeds to say that the object of Germany must be "*by its resolute attitude to force* both parties to peace." We are told that the word "*force*" is employed advisedly, as the Western Powers well know that the Oriental question cannot be settled in the way they wish unless Austria goes to war, and that she will not do so unless she receives the positive assurance of the support of Prussia and the rest of Germany. The journalist is further of opinion that, even if Sebastopol and the whole of the Crimea should fall into the hands of the allies, "Russia will return to the charge next Spring with redoubled force, and eject the Turks and their allies from the peninsula." The attention of this misguided Government is called to the fact that it has acted rashly in pledging itself to the Western Powers to enter into no proposals for peace of which the well known four conditions are not the basis, but the champion of the miserable policy of the second-rate German States generously promises in their name that Austria shall not be left in the lurch or attacked with impunity, "if she should declare herself satisfied with the evacuation of the Principalities, guarantees being given for the future welfare of the same, and with a promise from Russia that the navigation of the Danube shall for the future be free." Should, however, the Austrian Cabinet think fit to conclude an offensive and defensive alliance with the Western Powers, there would probably be a complete schism in Germany. "*Prussia is resolved to maintain her independence, and we are inclined to believe the German Confederation will follow her example.*" What we commonly call "pothouse," but what the Germans, who delight in euphony, would designate "coffee-house" politicians, still believe that Prussia will eventually go with Austria; but you have been correctly informed of the present state of things in Germany, and it will be seen that when the Diet meets in place there will be *three well defined parties*. *There will be Austria, with two or three of the second-rate States*; Prussia, with her allies, Anhalt-Cothen, Anhalt-Dessau, Schwarzburg-Sondershausen, Schwarzburg-Rudolstadt, Reuss, Schaumburg-Lippe, &c.; and, lastly, Bavaria, Saxony, and Wurtemberg, with the other States which attended the Bamberg Conference. The Germans do not take it kindly if a foreigner presumes to criticise the institutions of their great fatherland; but, be the consequences what they may, the truth must out. There never was, and probably never will be, a more humbugging political institution than the German Bund. When a sweeping charge of this kind is made, proof of its correctness ought to be given, and that you shall at once have. Austria, with a population of 38,000,000, and an army of about 650,000 men, has four votes in the Plenum, and Prussia, Bavaria, Saxony, Hanover, and Wurtemberg, have each as many. Baden, Hesse-Cassel, Hesse-Darmstadt, Holstein, and Luxemburg, have three votes each. Brunswick, Mecklenburg-Schwerin, and Nassau, have two votes, and the other States, with the four Free Cities, one each. Austria, whose contingent to the Bund is 94,822 men, with 192 guns, is on the same level with Saxony, which supplies only 12,000 men and no artillery, and she only has four times as many votes as Lichtenstein, whose contingent is 55 men! Is it not strange that, in spite of this, Austria should entertain a very high idea of the excellence of this political abortion?

**Spain Advised to Sell Cuba.**

*Correspondence of London Times.*

MADRID, Wednesday, Sept. 20.

If it be true, as asserted and generally believed, that the United States are prepared to give a very large sum for the island of Cuba, is it not worth the consideration of the Spanish Government whether the loss of the revenue derived from that colony would not be much more than compensated by the immense improvements at home that the purchase-money would enable it to make? But, if Cuba were sold with this view, other points must be made sure of. First, the duration of an honest Government; and secondly, a reduction of the duties on foreign manufactures. A Government like that of which the July revolution fortunately rid Spain, would play at ducks and drakes with the Yankee dollars; a tariff such as at present here exists would certainly not induce foreign countries to offer Spain advantages for the sale of her produce. This is an old theme, but it cannot too often be reverted to. Among the most intelligent, honest, and unprejudiced men in Spain, there is only one opinion as to the sources whence she should derive her prosperity—namely, from her endless stores of corn and wine, oil and fruit, from the riches of her teeming soil and glorious climate, and not from the rubbishing tissues of Catalan manufacturers.

[illegible]

*From the London Times.*

Although four years had already elapsed since Lord DENMAN was compelled by the increasing infirmities of age to withdraw from the Court of Queen's Bench and the office of Lord Chief Justice of England, and although the closing period of his life had removed him from all connection with public affairs, [illegible] justly recorded in his generation, [illegible] without recalling some traces of his public services and his well-earned honors. It may be said of Lord DENMAN that he had not the impassioned forensic eloquence of ERSKINE, nor the tremendous Parliamentary energy of BROUGHAM;—he could not display the copious and animated learning of MACKINTOSH, and he did not possess the [illegible]; though he took an active [illegible] part with ROMILLY in the reform of the law, by the removal of its abuses and the mitigation of its severities, he was not his equal at the bar; and, though he fought the battle of negro emancipation with a zeal and steadiness inferior to none, WILBERFORCE and CLARKSON had a more enthusiastic following in the country, and BUXTON and LUSHINGTON had more authority in the House of Commons. Upon the Bench it is impossible to rank the judicial attainments and legal capacity of Lord DENMAN with the eminent qualities of PARKE or TINDAL, LYNDHURST or CAMPBELL. But, if the highest rank be denied him upon an impartial survey of his character and life, it is no mean praise that in this constellation of talent he held an undisputed place as a star of the second magnitude. With these contemporaries, with these associates, with these competitors in the race of life, he won, and he deserved to win, a fair and honorable prize. For 18 years he filled the honorable seat of the Chief Justice of England, and, if any men excelled him by the vivacity of their genius or the acuteness of their intellect, none certainly surpassed, or perhaps equalled him, in the moral dignity which gave an appropriate and additional lustre to his office. The personal aspect and outward bearing of Lord DENMAN in the administration of justice were strongly impressed with those moral qualities which he displayed in all the duties of life, and, though he occasionally evinced on the bench the [illegible] of a partisan, we cannot but bear testimony to his unflinching rectitude of purpose, his love of truth, his sincerity and simplicity of character. His extreme benevolence and humanity were the fittest ornaments of the chief legal guardian of the public morals, and these qualities deserve to confer lasting honor upon his name.

Lord DENMAN was born on the 23d of July, 1779, in the house of his father, Dr. THOMAS DENMAN, who practised medicine with distinction in the metropolis in the latter half of the last century. His mother was an aunt of the present Sir BENJAMIN BRODIE, and it is a curious instance of the connection of the DENMAN family with the medical profession, that one of the sisters of Dr. DENMAN married Sir RICHARD CROFT, and the other Dr. BAILLIE, the two leading physicians of their time. In early childhood THOMAS DENMAN was sent to Palgrave School, near Diss, in Norfolk, which was then under the management of Mr. and Mrs. BARBAULD, and the Judge was sometimes wont to relate in after life that he had received from that accomplished lady the rudiments of instruction, and the first lessons of discipline. We have no record of young DENMAN's later school education, but we find him towards the close of the last century entered at St. John's College, Cambridge, where he graduated in 1800, without, however, appearing in the list of wranglers of that year. In 1806 he was called to the bar at Lincoln's-inn, and engaged in the active pursuit of the law. He had already married at an early age, and a rapidly-increasing family gave a stimulus to his professional exertions. The moment was peculiarly unfavorable to the public career of a young man entering in life with principles wholly opposed to the dominant school of high Tory politics, and connected by education, by taste, and by conscience, with the men and the principles which were doomed to a quarter of a century of opposition before they obtained a footing in the Government of this country; and Mr. DENMAN had none of the qualifications which could recommend him to the PERCEVALS or the ELDONS of that day. He entered Parliament for the borough of Wareham at the general election of 1818, and at once took his seat with the Whig opposition. In the following year he was elected for Nottingham, for which place he continued to sit, to the great satisfaction of his constituents, until his promotion to the Bench in 1832. His first appearance in Parliament was in favor of certain reforms in the law; but it was not until 1820 that the extraordinary occasion of the Queen's trial called forth all his energy, and placed him in a more conspicuous position before the country. When Queen CAROLINE formed the determination of coming to this country upon the accession of her husband to the throne, Mr. BROUGHAM at once accepted the office of Her Majesty's Attorney General, while that of her Solicitor General was filled by Mr. DENMAN. It was impossible to declare war more openly upon the Government, upon the heads of the legal profession, and upon the private feelings of the King. We now look back with amazement on the spirit which pervaded the country at that time, and on the motives which induced men of the highest ability and the purest fame voluntarily to lend their advocacy to a client who had in a thousand ways degraded her position and disgraced her sex. But men like LUSHINGTON and DENMAN saw in the Queen a woman whose innumerable offences against decency and virtue might, they thought, be palliated by the unworthy treatment she had met with from her husband, and the furious spirit of opposition which prevailed against GEORGE IV. and his Ministers animated them to the contest, and embellished even the worthless and repulsive object they consented to serve. The part taken by Mr. DENMAN in that memorable trial gave the public a high idea of his courage and uprightness, and contributed in no slight degree to its successful result. This success, however, was an offence not to be pardoned by the head of the law as long as Lord ELDON held the Great Seal, and accordingly the honors of his profession, to which Mr. DENMAN was amply entitled by his talents and his standing, were studiously withheld from him, as far as they depended on the will of the Chancellor. Mr. DENMAN was, however, appointed to the office of Common Serjeant by the Corporation of London in 1822, probably as a mark of their sympathy for the legal defenders of the Queen, in whose affairs Alderman WAITHMAN had taken so active a part. It was not until 1828, when Lord LYNDHURST first held the Great Seal, that this injustice was repaired, and the King was *induced in 1829, not*, we believe, without difficulty, to grant the patent of precedence to which Mr. DENMAN had long been entitled.

In 1830 the scene changed, and upon the formation of Lord GREY's Government, Sir THOMAS DENMAN was immediately raised to the post of Attorney General, which he held during the momentous debates on the Reform Bill. In 1832, however, upon the death of Lord TENTERDEN, he was appointed to the Chief Justiceship of the Court of Queen's Bench, which he held till 1850, having been raised to the peerage in 1834. As a Judge, we have already observed that Lord DENMAN cannot be ranked with the highest legal authorities who have presided over that Court, but no man ever took a loftier view of its duties to society. To quote but one example, the conduct of the Court in the difficult case of "Stockdale vs. Hansard," when it was directly assailed by one branch of the Legislature, is a memorable instance of the exercise of that constitutional power which enables our Judges to interpose the authority of the law against the arbitrary pretensions of the most powerful body in this [illegible] justice. "Most willingly would I decline," said Lord DENMAN in delivering judgment on that occasion, "to enter upon an inquiry which may lead to my differing from that great and powerful assembly (the House of Commons). But, when one of my fellow-subjects presents himself before me in this Court demanding justice for an injury, it is not at my option to grant or to withhold redress. I am bound to afford it him, if the law declares him entitled to it. Parliament is said to be supreme. I most fully acknowledge its supremacy. *It follows, then, that neither branch of it is supreme when acting by itself.*" In those few words, and in the judicial power of enforcing that truth, lies the supreme guardianship of the liberties of England.

Lord DENMAN lived the life of a reformer of abuses, and an enemy of all that in his judgment clouded the honor or impaired the public utility of our institutions. His hatred of negro Slavery in every form rose to a passion, for he stood armed against cruelty and injustice, and in the wretched fate of kidnapped Africans and [illegible] slaves he beheld the united and accumulated evils and wrongs which have most disgraced humanity and profaned religion. He powerfully contributed to the furtherance of those reforms of the criminal law which Sir SAMUEL ROMILLY had commenced, and which Lord DENMAN brought to the test of his own judicial experience. To the causes of toleration and freedom, within the boundaries of law he at all times gave his hearty support, and in all the undertakings set on foot in our day for more extended popular education, for the diffusion of useful knowledge, for the reformation of criminal offenders, and for other acts of enlightened charity he readily bore his part. The warmth he had sometimes displayed as a partisan gradually subsided [illegible] and fame.

## HOLLAND.

**Discussion in the Dutch Chambers of the Case of Capt. Gibson.**

*From the London Daily News.*

It seems from the debate in the First Chamber on the address to the King, that something like a diplomatic misunderstanding has arisen between the Dutch and the American Governments. In reply to M. DE KEMPENAER, who stated that in his opinion that part of the address congratulating his Majesty on the assurances of the friendship and regard of all other Powers was inconsistent with facts, the Minister of [illegible] said that he had every reason to believe that the misunderstanding alluded to would not lead to a rupture between the two Governments, as both were most anxious to preserve the friendly feeling which had so long existed between them. He then entered into an explanatory statement of the dispute, of which the following is a summary. A Mr. GIBSON, an American, while residing in some part of the Dutch East Indian possessions, had endeavored to prevail upon the Sultan of Djambi (for what ulterior purpose was not stated) to defy, and set at nought, Dutch authority in Dutch East India territory. GIBSON's proceedings, however, became known to the authorities, and he was forthwith taken prisoner. He was allowed, however, to be out, either on bail or parole, during the trial, which, in our own Chancery style, lasted 15 months. The Judges had no doubt of GIBSON's guilt, which it seems was clearly (how was not stated,) though not legally, proved; some convenient technicality put a flaw in the indictment, and the American was acquitted. Subsequently, however, the matter was brought before the Council of Justice "for revision"—a process which those who are accustomed to consider one trial final, either to acquit or to condemn, cannot easily understand. The result, however, of this "revision" was that GIBSON was sentenced to 12 years' imprisonment, and when the police came to his house to convey him to prison, their bird had flown. On his return to America GIBSON made his own statement to his *Government, whose Minister* at the Hague had been instructed to demand from the Dutch Government an indemnity for GIBSON. *This has been refused.* Nor is it probable that this Government will admit the slightest compromise in the matter, "*for*," said the Minister, "we have given to the American Government all the particulars relating *to this matter, and have insisted on this axiom in the law of nations—that, when a foreigner on our territory violates our laws, his crime may justify his punishment, but certainly not his claim to indemnity.*"

## COMMERCIAL INTELLIGENCE.

The CORN MARKET at Mark-lane on the 25th ult. was steady, but with no improvement in price. Fine qualities were sought after for the Continent, for seeding purposes. Foreign WHEAT firm. American FLOUR being scarce was relatively higher than other sorts. OATS, 6d. to 1s. [illegible] quarter dearer.

At the Liverpool CORN MARKET on the 26th, there was a fair attendance of buyers, with a good demand for FLOUR, WHEAT and INDIAN CORN, at a further advance on the prices of the 22d, making the improvement of the week 6d. to 9d. [illegible] bushel for WHEAT; 1s. 6d. [illegible] barrel on FLOUR, and 1s. [illegible] quarter on INDIAN CORN.

The accounts from the manufacturing districts show a tendency to quietness in business, although prices are pretty well maintained. At Manchester, the yarn business was inactive and the market dull. At Birmingham the demand for iron was satisfactory. The depressed condition of Commercial affairs in the United States was felt both in Birmingham and Nottingham.

MONEY in London was a little firmer. CONSOLS for money, [illegible]. Business inactive. Turkish Scrip declined to [illegible] premium.

In the Liverpool COTTON market on the 25th a fair amount of business was done. Sales, 6,000 bales, with no change in price of American. On the 26th the market closed [illegible] but steadily. Sales, 6,000 bales.

## MURDER TRIAL.

**Trial of Charles Jager for the Murder of John Moran.**

COURT OF OYER AND TERMINER.

Before Hon. Judge Mitchell.

SECOND DAY.

The Court opened at the usual hour, and the prisoner was placed at the bar. The Jurors having answered, some delay occurred in consequence of the absence of one of the witnesses for the prosecution.

Mr. Spencer, on the part of the prisoner, proposed to go on with the defence, leaving it to the District Attorney to produce his evidence when the witness should be in Court. This offer was declined.

The District-Attorney called James Martin, who testified as follows: I am a police officer; on the Sunday morning of this affair I was on duty, and after the difficulty saw Bushman, Farley and Donnelly at the Police-office; Bushman was brought up for examination, and I was directed to take him to the Hospital to see the man who was wounded; on my return Farley and Donnelly said they could not say who was the man that hit the deceased; they saw Jager strike him with a bottle, but could not tell who had stabbed him; they said they did not see the instrument; they saw Jager come from behind the bar and strike with his hand towards Moran, while Bushman and deceased had hold of each other; the latter did not halloo or say he was stabbed; I then asked if they had seen any sharp instrument; Farley said he had not; I then asked if Donnelly had, he replied that Jager struck the deceased with a bottle; the Magistrate then told them to go home and stay until I saw Jager in the morning.

Q.—*By Mr. Spencer*—What appearance was there about the eyes of the prisoner?

The District Attorney objected to this question, as it appeared by the depositions that the prisoner had been fighting with some one else.

The question was finally withdrawn.

On his further cross-examination, the witness testified that Farley said he saw Jager hit the deceased, but did not see any knife used.

*Thomas C. Finnell*—Examined by District Attorney: I am a physician; examined the body of John Moran, at No. 26 Trinity-place; I do not recollect the date, but it is in the testimony before the Coroner; the body had a wound on the forehead extending to the bone, and a smaller one on the top of the head extending to the bone also; the skull was fractured opposite the wound, extending down and backwards, about three inches through the *bone; there was also a small clot of blood* at the seat of the fracture; any hard body coming in contact with the skull would produce such a wound; a bottle, or decanter, or club, would produce such wounds; I found on the abdomen five wounds, or three, I am not positive, but I think only three, one on the left, two on the right; the one on the left was about half an inch in length, and two in depth; it did not penetrate the bowel—it penetrated the cavity and the peritoneum.

Q.—To what was the death of the man owing? A.—To the wound on the peritoneum, which is the covering of the bowels; the fracture of the skull, with the extravasation of blood, would have caused his death if he had survived the injuries in the abdomen.

[Mr. Spencer objected to this as speculative evidence.]

Examination resumed.

The wound on the skull was a dangerous wound, and had an effect as it caused a shock to the brain, and might thereby have caused death more readily than from other causes; the wounds in the abdomen might be inflicted with a small cutting instrument.

*Cross-examined*—Never saw Moran in his lifetime to my knowledge.

The District Attorney said that as Dr. Mott was not in Court, he (the District Attorney) should rest the case.

Mr. Spencer then opened the case on the part of the prisoner, setting up two theories—one, that the wound was given in self-defence, and at the most was only manslaughter in the third degree. The other, that the prisoner at the bar was entirely innocent, unless the Jury would take the evidence of men who had been, by their own confession, prowling about the streets of New-York at drinking shops and houses of ill-fame. It would be unsafe to convict any man on such testimony.

During the opening speech of Mr. Spencer, the District Attorney said that Dr. Mott had come into Court. Mr. Spencer said he could not consent to allow the witness to be examined.

The learned gentleman concluded his address to the Jury by a strong appeal to them to acquit the prisoner altogether, as the evidence on the part of the prosecution would not warrant the Jury in finding a man guilty of any crime, although that man was only a poor, unprotected foreigner and did not stand before them as one of high station in society, or [illegible] with influential friends.

No evidence was adduced for the prisoner.

The District Attorney then summed up the case on the part of the prosecution, saying that he had paid great attention to this case and to the evidence against the prisoner, and it was manifest to him, the District Attorney's, mind, that it was a clear case of murder.

Judge Mitchell briefly charged the Jury on the law and the facts of the case, and gave it as his opinion that if the death of Moran was caused by [illegible] the offence would come under the definition of manslaughter in the second degree.

The Jury, after an absence of about one hour, came into Court with a verdict of Guilty of manslaughter in the third degree.

On motion of the District Attorney, the prisoner was asked what he had to say why judgment should not be pronounced upon him.

His Honor, in a brief but impressive address to the prisoner, sentenced him to the State Prison for *three years*. The Court then adjourned to Thursday, when the trial of Charles Graham, for murder, will be taken up.

## LONG-ISLAND.

**Sentences in the Navy.**

Three of the seamen heretofore tried by a Court-Martial, held on board the United States ship *North Carolina*, yesterday received their sentence in presence of the ship's company. These three were the leaders in the mutiny and [illegible] others to desert. HAGGARD, the leader of all, was sentenced by the Court to imprisonment at hard labor in the District of Columbia Penitentiary for the term of his natural life, but this sentence was reduced to three years—his whole term of service. The other two were sentenced to three years' imprisonment in the same Penitentiary,—their sentences were mitigated to imprisonment for one year each by the President. The prisoners were sent to Washington yesterday.

**Democratic Primary Meetings.**

The Democrats in Brooklyn held their Primary meetings Tuesday evening, to select Delegates to the Police Convention, to be held on Saturday evening next, to nominate four Candidates for Police Captains. There was but little opposition in either of the Districts; in each, Delegates were elected favorable to two different candidates.

INCENDIARY FIRE.—On Tuesday night, Mr. M. F. KEYES' Ink Factory on Kent-avenue, South Brooklyn, was destroyed by fire with all the contents. Mr. KEYES' loss is $2,000. He is insured for $500 each in the Commercial, Granite and New-York City Insurance Companies. The building was brick, two stories high, and belonged to [illegible], Esq., of New-York City, and was valued at $2,000, which amount, we understand, is nearly, if not quite covered by insurance, but in what offices not ascertained.

**Brooklyn Court Calendar.**

SUPREME COURT—*This Day.*—Nos. 8, 10, 11, [illegible].

## NEW-JERSEY.

☞ The Whigs of Hudson County, New-Jersey, will hold their primary meetings this evening, for the choice of delegates to the Congressional Convention on the 16th inst., the County Convention on the 22d inst., and to the Assembly Conventions when held.

**Dr. Graham's Homicide of Major Loring—Sketch of the Prisoner.**

A New-York correspondent of the Boston *Traveller*, in noticing the GRAHAM trial, gives the following incidents and personal sketches:

Dr. JAMES GRAHAM, "the observed of all observers" in the Court-room, has been for many years a resident of New-Orleans, though he is not a native either of the city or the State. A gentleman whose acquaintance I made, and who knew him well in that city, gave me reliable information of his character and life. He is possessed of great wealth, either by marriage or inheritance, and has been, like so many Southern gentlemen similarly situated, a fast and fashionable liver. His wife still lives with him, and is in Court at his side, but without children. Dr. GRAHAM was of a nervous nature and benevolent impulses, respected in New-Orleans as a citizen, and even securing the warm affection of those who knew him best, and were the most intimate with him. But unhappily he became intemperate, not occasionally so, but even brutally so, under which habit he was repeatedly attacked with mania. His friends knowing the weakness of his character to resist temptation, and the depth of infamy and moral imbecility to which his vices had sunk him, were assured he must soon end his miserable and disgraceful life unless he could be rescued from his dissipation and degradation. They therefore persuaded him a few years since to leave New-Orleans and the country for the tour of Europe, in making which he was occupied for some years, and [illegible] over his old habits. The last Winter or Spring, returning from his tour, he came to this city, taking up his quarters at the famous St. Nicholas Hotel. His appetite, however, seemed to return with all its former force, and with it his [illegible] habits. The day after his arrival at the St. Nicholas, the [illegible] drew his dirk and thrusting it at his [illegible] barely glanced and scored in the wall. *He was* arrested and put in jail, but through the influence of his friends was set at liberty without being brought to trial. *Money* can do all things. But the perversion of justice is always [illegible] as well as wrong. Happy is it for the community and guilty to be stopped in the very inception of crime, as well as happy for their victims. Dr. GRAHAM escaped the penalty of one crime only to plunge into another and more fearful. Losing all restraint over his vile habits, and giving way to every brutal impulse in the hours of his intoxication, which were most of the twenty-four, he left his room at the St. Nicholas in the dead of night, and, rushing into the hall in nearly a state of nudity, repeatedly and violently rang the bell of the room of Colonel LORING, who, with his sick wife, was spending some time at the same house; and when Colonel LORING went out and remonstrated with him against such insult and wrong, Dr. GRAHAM drew the long dirk from his cane and thrust it through the body of Col. LORING, who almost immediately expired on the spot. The Doctor threw away the murderous instrument, reeking with blood, and in a few minutes was arrested and committed to jail. Such is the history of the case.

Near his counsel was seated Dr. GRAHAM. I was near him, and had a fair view of his face, his movements, and the involuntary and unconscious developments of the inward spirit. He is about forty-five years old, of ordinary height, dark complexion, a face rather long and narrow, with bones prominent, and though not marked by lines of benevolence, yet not indicative of cruel and malignant passion, and though so long the victim of the grossest intemperance, *I could see no marked traces of it in his body and face. There he sat*—but how restless and almost in agony—never still, always in motion, shifting from one side of his chair to the other, leaning his head now upon his right arm, now upon his left, now bending forward in intent attention while a witness is testifying, now covering his face with his hands, now [illegible], never erect in his chair, never looking any one fully in the face. Often his hands seemed to have an involuntary motion, and his whole body to be controlled by a spasmodic impulse, while his generally dejected eye and solemn countenance indicated the sad thoughts and emotions passing within—blood upon him and the gallows before him!

It is said he is almost in agony during the hearing of the trial, that when Mrs. LORING, the wife of the murdered victim of passion and intemperance, an estimable and fine appearing lady, was introduced as witness, when she had recounted the deed in her testimony, unable to bear up under the revived scenes of the dark and fatal night, finally fainted away and was carried out of Court. The very dagger also was exhibited and freely handled which did the fatal deed—nearly a foot in length, and very much bent by the violence with which it was struck, [illegible] brightness and seemed intent on murder still. I turned away from the sickening sight, and left the room.

**Results of Artificial Fish Breeding.**

A correspondent of the Barnstable (Mass.) *Patriot* gives the following account of an early and, we presume, the first experiment in artificial fish-breeding in this country:

"The tautog, we understand, was not originally found in Massachusetts Bay, but was introduced about the year 1790. The skipper of a well-boat from Narraganset Bay tried his luck on the Boston market with a boat filled with tautogs. The voyage proved unsuccessful. Boston people, having no acquaintance with these fish, would not buy, much to the chagrin of our adventurer. The [illegible] frequenting the Massachusetts Fire and Marine Insurance Office, they, at the suggestion of either the late CROWNINSHIELD HATCH or BENJ. BUSSEY, Esq., raised a purse of money for the skipper, and had all the fish let loose above Charles River bridge. Since that time they have gradually increased from so small a progenitor, [illegible] now found on our coast wherever appropriate food can be found. It is well known that our smacks or well-boats ply to New-York filled with lobsters, and return empty of fish. If these boats could be induced to pass through Narraganset bay on their return and fill up with Scuppaugs and Rock or Black Bass, we would [illegible] Massachusetts Bay."

New-York Daily Times.
NEW-YORK, THURSDAY, OCT. 12, 1854.

The Times for the Mails.

The DAILY TIMES, (Morning and Evening) is issued every day except Sundays, and sent to subscribers by mail in any part of the country at SIX DOLLARS per annum.

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## The Loss of the Arctic.

Not within our remembrance has any intelligence so sorely smitten the public heart, as that of the wreck of the *Arctic*, and the loss of her hundreds of valuable lives. Throughout the day, in all quarters of the City and among all classes of people, a deep and solemn excitement prevailed,—grief for the dead, sympathy with the bereaved, profound commiseration for the leading projector and proprietor of the line of steamers to which the *Arctic* belonged, swelling the tide of feeling which swept over our whole community. The minutest details of the transaction were eagerly sought, and intense anxiety prevailed to catch even a glimpse of hope that the name of some new survivor might be revealed. The statement of Mr. BURNS, published in the greater part of our edition yesterday morning, gave all the information that could be procured upon the subject until the *Europa's* news was telegraphed from Halifax, which gave additional particulars and encouraged a hope that a considerable number of the *Arctic's* passengers may have been rescued by vessels passing in the vicinity of the disaster. The *Arctic*, it seems, had six boats. The chief officer, Mr. GOURLEY, with the boatswain and three sailors, took one of them to aid the iron steamer, before it was known that the *Arctic* was injured; on returning, the boat could not be hoisted, and so far as we learn has not since been heard from. Mr. BAALHAM, the second officer, afterwards took one of the other boats on the starboard side, and picked up eighteen or twenty persons who jumped overboard on seeing it lowered;—he also fell in with another boat which had been lowered on the other side full of persons, part of whom were transferred to his boat. These two boats, one containing nineteen and the other twenty-six persons, *forty-five* in all, were landed near Cape Race and the names of the survivors are known. A fourth boat had been lowered for the purpose of constructing a raft, and was cut loose from the ship;—her *thirty-two* passengers were picked up by the *Huron*, and part taken to Quebec, and part, including Mr. BURNS, sent to this port by the *Lebanon*. This makes *seventy-seven* known to have been saved, and leaves *two boats* unaccounted for, unless one of them was the disabled "life car" met by the boat on leaving the raft, as reported by Mr. BURNS. Mr. BURNS states that "*four* of the five life-boats, believed to have been well provisioned, containing the engineers, sailors, a *few passengers*, and all the officers except the captain and third mate, left the ship at an early stage;" but this is clearly a mistake, and is corrected by the statement of Mr. BAALHAM. There is at all events *one* boat, and possibly two, to be heard from; it cannot be known with any certainty, who were, or were not, on board.

Our knowledge of the incidents which preceded the engulfment of the noble steamer with those on board, is far from complete or satisfactory. It is certainly very strange that, if she floated three or four hours, as stated by Mr. BURNS, nothing more effectual should have been done towards constructing rafts, lowering boats and providing in other ways for the rescue of the passengers. From the facts stated, we are driven to the belief that there was an *entire lack of discipline and control over the crew of the ship*. No authority enforced or directed their action. While the passengers were working the pumps, the firemen, seamen, engineers and others seem to have been seeking their own security. The fact that out of the whole number believed to have been saved, more than *seventy* were officers, firemen, seamen and waiters, and only twenty were passengers, speaks volumes in condemnation of the conduct of the crew. While it would be premature to express a decided opinion on this point, we cannot help believing that a lack of discipline,—of thorough command and control over the crew, had much to do with the fearful loss of life which this catastrophe has involved.

Captain LUCE, so far as his personal demeanor and conduct are concerned, seems to have behaved with great coolness, and to have directed all his efforts to save the ship, regardless of himself—resolved, indeed, to share her fate. We do not see evidences of the energetic command so essential in such a crisis, and which, if it had been effective, might have mitigated the calamity;—but there was no shrinking from the duty or the danger,—no eagerness for personal safety, or for the preservation of his own family, at the expense of other lives.

We hear censure expressed because the steamer should have been running at so great a speed through so dense a fog. We believe it is agreed among seamen that *to the steamer herself*, the danger at *high speed* is *less*, in case of collision with a vessel or other moving body, than at *low* speed,—because her momentum and power to ride over such obstacles are correspondingly greater. We believe, too, that all the ocean steamers habitually practice on this rule, and that full speed is always kept up under such circumstances. In the present instance it is clear that the iron propeller must have struck the *Arctic* at very nearly right angles. It was, therefore, the *force* of the *Arctic* that broke off her iron bow; and if the *Arctic* had been going slower, and had thus had *less* force, the propeller must have been driven *through* her, and sunk her instantly. It does not seem to us, therefore, at all clear that the *Arctic's* speed [illegible]

[illegible] to charge fault upon [illegible] It would [illegible]

to bear, without being held to any undue responsibility for the disaster which has fallen upon him even with greater weight than upon any other. It is asserted, moreover, that the *Arctic* was lightly built. It will be seen by the description of her which we give in another column that she was very *strongly* built,—that no precautions for her safety which timber and iron could afford, were neglected. The steamers of the COLLINS line are undoubtedly the *strongest* vessels that float on the ocean; and with the exception possibly of the *Atlantic*, the *Arctic* was quite as strong as either of the others. Her machinery was in good order, and everything that foresight could effect to render her voyage safe, had been done. The fact that Mr. COLLINS had entrusted his whole family to her decks, proves conclusively his full confidence in her stability.

The disaster which has befallen her adds another fact to the evidence, which has recently accumulated so fast, of the perils which at the best beset the navigation of the Ocean. The wonderful exemption from accident which our steamers have so long enjoyed, had almost blinded the community to the fact that any danger was incurred. Against danger in its usual forms, full precautions had indeed been taken;—but no foresight and no precaution can banish entirely the perils of the sea, or prevent the occurrence of such disasters as that which has just carried desolation and grief into both hemispheres.

Knowing the intense anxiety which prevails to learn all possible details of the catastrophe, we surrender a very large portion of our space this morning to such particulars as our staff of reporters have been able to collect from survivors of the wreck.

## October Elections—Sweeping Results.

The story of the Tenth of October at the polls in the States of Pennsylvania, Ohio and Indiana is soon told. It points to the overwhelming defeat of Gov. BIGLER and the Pierce Administration in the first-named Commonwealth, with a large Whig preponderance in the new delegation to Congress, and a complete rout of the Democratic party on the Nebraska issue in the Congressional elections in Ohio and Indiana. There is no mistaking the complexion of the returns from either quarter. The popular vote has been very large, and in Pennsylvania, particularly, owing to the general character of the election, it was as full as an excited canvass could reasonably make it. Hon. JAMES POLLOCK, of Northumberland, formerly a Whig member of Congress, is made Governor by a majority which promises, from present appearances, to exceed TEN THOUSAND votes; while the delegation in Congress will be more than reversed as compared with the present division of 16 Democrats to nine Whigs.

In Ohio, the popular State majority for the Whig and Anti-Nebraska candidates for the Supreme Bench and Board of Public Works, will count by *tens of thousands*, and as far as heard from, there is not a solitary Administration Congressman returned. Dr. OLDS, in the Columbus District, present Democratic Chairman of the Post-Office Committee, and who voted for the Nebraska bill, is beaten 1,800 votes by Mr. SAMUEL GALLOWAY, Whig, and the Hamilton or Cincinnati district returns two Whig Congressmen by an aggregate majority of *six or seven thousand*.

Six of the seven Congressional Districts in Indiana have been heard from, and the result is uniform against the Administration on the Nebraska issue; the aggregate majority is over *seven thousand*, and in one of the Districts, singly, twenty-five hundred.

The new element of Native Americanism, under the various names of Know-Nothings and American Reform, entered largely into the canvass in the cities and towns of Pennsylvania and Ohio, swelling the majorities of the successful candidates, and producing, in many cases, unexpected or conflicting results. Thus in Philadelphia, the press Administration party made the issue direct on the Governor's election, against the Know-Nothings as well as the Whigs, using every means, and with evident success, to drive the Democratic Know-Nothings from the support of Mr. POLLOCK, whose majority is 3,062, while the Democratic nominee for Canal Commissioner received the entire strength of the new party, and goes out of the City with 23,000 majority. On the other hand, in the coal mining county of Schuylkill, the large Foreign vote appears to have been polled to a man for Governor BIGLER, increasing his majority in 1851 from 674 to 1,600. With this exception and in the riotous borough of Erie, with which he took especial care last Winter to sympathise, he loses in every county in the Commonwealth.

The Know-Nothings and Whigs yesterday carried the Mayoralty of Baltimore by 2,741 majority over the Democratic candidate, together with the City Councils.

## The Political Economist is Wanted.

Curious phenomena are passing before us, which we will thank Political Economists to explain. The price of newspapers seems to be going up all the country over. Some do it by adding another cent to their daily charge, others indirectly by contracting their dimensions, while their subscriptions hold at the old rates. Yet, newspapers which a few years ago were luxuries, now are necessaries, and necessaries should not cost more than the same thing did before experience recognized their necessity.

In the City, rides cost less and less. Sixpence three years ago was held cheap enough for the shortest ride. Now the roads are lengthened and the routes varied, but fivepence is held too much to pay to be carried over them, though horse-flesh is doubled in value and every item of cost for carriage is increased. Meanwhile out of the cities railroad fares and steamboat charges are rising. The freight tariffs every where are increased, and the low rates of three years ago seem fabulous.

Coal drives wood out of the market, and then comes to cost so much that we cannot afford to burn it. New mines are opened and beds of many miles in extent are laid bare, yet [illegible]

The finest grain seeds have been imported and miracles of improvement have been wrought in agricultural implements, yet flour goes at famine prices.

The best breeds of [illegible] cured by premiums and bounties; and the mode of fattening them has been vastly improved, yet meats cost higher and higher every year. Will Political Economy tell us how these things happen, and where the end will be? Prices of provisions, fuel and clothing go up in the Fall, and strikes for wages prevail in the Spring. If they march with equal pace, neither producer nor consumer gains by the change. It seems as if all the advantage comes to the side that longest maintains its rise before the other secures its advance.

## Prospective Abatement of Nuisances.

The act of Parliament requiring manufacturers and furnace owners in London to consume their smoke, is stimulating the ingenuity of the Kingdom to discover the most feasible way of doing that very desirable job. Pamphlets are published, inventions patented, and theories are suggested in abundance. Some of them promise success. Some of the apparatus employed purify the smoke by means of a shower of water. Some give a motion to bars or parts of the furnace, by means of machinery. Some contrive to admit warm air into the furnace, by passing it through a series of screens, heated by the furnace, and opening and shutting, according as the fire is more or less intense.

Others introduce a stream of heated air at the end of the furnace, and so secure the object. But none have been long enough tried to furnish satisfaction as to their practicability. Our own City has a great interest in this matter; not that the smoke nuisance here is comparable to that of London. But whatever will consume their smoke may, by slight variations, be made to burn up the noisome vapor and steam of our factories. The issue of their experiments will determine whether it is possible to continue our soap and candle factories, and the like, in the heart of the City. That the nuisances now tolerated in the central portions of our metropolis will not long be, is evident to every reflecting person. Whether the nuisance can be abated by some means such as the Londoners now seek, or only by removal to the desolate outskirts, is the question of great importance to many interests among us, that is herein involved.

## The Whaling Business from a Pacific Port.

A whaler, the *R. Adams*, of 371 tons, was fitting out for a cruise from San Francisco, when our last news from that port took wing. This is a fulfilment of one of our earliest prophecies touching the excellence of our Pacific possessions. San Francisco is a natural recruiting place for whalers from the Atlantic side, and it early occurred to capitalists that clippers could more profitably transport the oil from San Francisco to the Eastern markets than the dull sailers which are put upon the cruise, not because they are better than swifter vessels, but because *they* will do.

The high wages, the scarcity of men and the scarcity of provision there, were made serious objections to the project. But now, wages stand remarkably near each other in San Francisco and New-York. There appear to be as many restless and uneasy men ready to take their "lay" there as here, and many stores and much provision are even cheaper there than with us just now. The *R. Adams* was manned with the greatest ease, and not a landsman is on board of her. Our whalers scour the States and go to sea often many days past their time, with crews of unwilling green ones. The California papers wisely urge that the State need only to free whalers from the operations of all pilot enactments to make San Francisco a great whaling port.

## A Short Supply.

The Doctorate of Divinity (D. D.) has been conferred this year on 87 clergymen; on one of them, Rev. WM. GOODELL, by two Colleges; and on two others, Rev. DRS. BRAMAN and ALEXANDER, by other colleges in previous years. The number is less by eleven than in 1853. The Doctorate of Laws (LL. D.) has been conferred this year on 41 individuals; on one of them, Gov. WASHBURNE, by two colleges. The number is less by ten than in 1853. The whole number of Honorary Doctorates conferred by 46 American Colleges and Universities for 1854 is 130, of which 45 were by New-England Colleges, and nearly one-fourth by four Institutions: Harvard, Union, Jefferson and Brown. One College, which last year (1853) granted five Doctorates, has not yet been heard from. Possibly one or two others may have escaped our observation. Of the 89 Doctorates of Divinity, 7 were conferred by Jefferson, 7 by Union, and 4 each by Harvard, Rochester and Hampden Sidney; or more than one-fourth of the whole number by five institutions. Less than half of the number of Collegiate Institutions are reported as having indulged in these benefactions—18 only, out of more than 120. If any of the remaining 72 or more have exercised their prerogative in this matter, it has been done in a quiet way and without any publicity.—*New-York Evangelist.*

From the above it would seem that the crop of doctors is less this year than usual. But the croakers are no more to be trusted here than among the potatoes, corn and grains. It is their common cry to enhance the appreciation of what are in the market, by assurances of a short supply. Let us not be deceived. Wait in patience till the other 72 Colleges speak out, and we doubt not the doctors will be plenty enough. Churches in need of a preacher, Colleges lacking a Professor, publishers in want of a titled author, will do well to wait. Act as you do about your coal—get, at the high prices, only what you need for present consumption, and there will be enough to furnish a full supply at the usual rates. The Union College dodge has the very same object as the miners—striving to hold back the supply to raise the value of what comes to market. If it is tolerated, D. Ds. will be as scarce as they were fifty years ago, and an LL. D. will be as seldom found as is a fit teacher of the Civil law.

## Musical.

NIBLO'S SALOON.—This evening, Mr. WM. MASON gives his first concert in New-York. The programme is unusually varied and classical. Mr. MASON will be assisted by the Brothers MOLLENHAUER, who will execute a couple of their famous duos and a solo.

There will, we trust, be a crowded attendance. The price of admission (Fifty cents) will enable every one to hear this recherché entertainment.

ENGLISH OPERA.—There was another enormous attendance at the Broadway Theatre last evening. Miss LOUISA PYNE sang with the same exquisite skill and grace, and more than retained the favorable impression she created on Monday evening.

To-night BALFE's Opera of the "Bohemian Girl" will be produced. We shall have a better opportunity of hearing the tenor of Mr. HARRISON. The music of *Thaddeus* was written for him. Miss L. PYNE is the *Arline*; Miss PYNE the Queen of the Gipsies, BORRANI the Count *Arnheim* and Mr. [illegible] the *Devilshoof*.

# LATER FROM EUROPE.

## ARRIVAL OF THE EUROPA AT HALIFAX.

## Latest Intelligence from the Seat of War.

## THE ATTACK ON SEBASTOPOL.

## RISE IN BREADSTUFFS—MARKETS FIRMER.

By Telegraph to the New-York Daily Times.

HALIFAX, Wednesday, Oct. 11.

The Royal Mail steamship *Europa*, Capt. SHANNON, from Liverpool Sept. 30, at 1 o'clock P. M., arrived at Halifax at 7 o'clock this A. M.

The Collins steamship *Baltic*, from New-York on the 16th Sept., arrived at Liverpool at 3 o'clock A. M. of Wednesday, the 2d inst.

The steamships *Washington* and *Clyde*, from New-York, arrived out on the 23d ult.—the former at Southampton, and the latter at Glasgow.

The United States steam-frigate *San Jacinto* left Southampton on the afternoon of the 27th, with a Deal pilot on board, for the Baltic, hoping to be in time to witness the bombardment of Reval.

The clipper-ship *Red Jacket* had arrived at Melbourne, Australia, in 71 days' passage from Liverpool, which port she left on the 4th of May last.

Although there are, as yet, no tidings of an engagement between the Allies and Russian forces in the Crimea, the news in its details is exceedingly interesting.

The public anxiety in England was at the highest pitch when the *Europa* sailed, news of an engagement being looked for at any moment.

MENSCHIKOFF, with the Russian forces, had advanced to Burluk on River Alma, there to give battle to the allies—and it was thought that the 20th September would bring the two armies face to face.

The allies had sent a force into the Sea of Azof, to intercept Russian transports.

### LATEST INTELLIGENCE.

By Submarine and European Telegraph.

VIENNA—Friday Evening.

It is rumored in the Greek Mercantile Circulars, that the allies have obtained a signal advantage. The funds have risen in consequence.

PARIS, Tuesday Evening—6 P. M.

Further telegraphic messages from Vienna confirm the accounts of the favorable disposition manifested towards the Allies by the Tartar population of the Crimea. The sanitary condition of the Allied Army was excellent.

An official bulletin communicated to the Ambassadors at Constantinople, and dated from the Bivouac at Old Fort, on the 16th, announces that the Allies had intended, the next day, to attack an entrenched camp of 10,000 Russians, posted in the direction of Sebastopol, but that the camp had been raised in the night, and the Russians fell back upon the town.

Twelve thousand Tartars had offered themselves to the allies as volunteers, and their services were accepted.

It was reported that the attack upon Sebastopol had been fixed for the 26th of September.

The Russian fleet had been reconnoitred in the port of Sebastopol by the French steamship *Napoleon*.

The Three Per Cents closed to-day at 75.25 for the end of the month, and the Four-and-a-Half Per Cents at 98.96.

MADRID, Sept. 26.—The Three Per Cents were done to-day at 34.

### The Siege of Sebastopol.

It is confirmed that on the 13th September Eupatoria was occupied without opposition by 2,000 Turks, 1,000 French and 1,000 English troops. The Russian garrison, numbering 400, surrendered at discretion. The advanced guard was under command of Prince NAPOLEON. On the 14th the main army landed, unopposed, half-way between Eupatoria and Sebastopol, horses, artillery and munitions, all safely. The Russians retired in good order as the allies landed.

MENSCHIKOFF, who had his head-quarters at Simferopol, immediately advanced to Burtsuck on the river Alma, where he awaits reinforcements to give battle to the Allies.

It was confidently stated on the Paris Bourse that on the 19th the Allies and Russians met and a battle ensued. The French came first into action, the English soon came up, and the Russians retired without much loss. If true, this occurring on the 19th could only have been skirmishing, not a battle between the main armies.

The Russian Embassy at Vienna had received a dispatch dated the 22d, from the Crimea, but all that had transpired was, that it contained news unfavorable to the Russians.

The latest date from the Crimea (certain) is the 19th, when the allies held the road from Cape Baba to Simferopol. It was intended to cross the Alma on the 19th, but Marshal ST. ARNAUD had telegraphed to Paris that there was an unavoidable delay of two days—cause not stated—which would prevent their marching till the 21st.

Fifteen sail of the line were off Sebastopol.

A Russian courier who had been captured, stated that the whole Russian force was only 45,000.

Russian accounts of the 19th say that Gen. CANROBERT had a fortified position at Eupatoria, and that the main body of the Allies was on a small river north of a parallel with the river Alma. Thirty thousand Russians were posted at the latter point, but with insufficient artillery.

Admiral LYONS' squadron, with 100 transports, had left the Crimea to fetch the reserve.

Baron HESS, the Austrian General, arrived at Bucharest on 23d of Sept., and was received with distinction by OMAR PACHA.

News of a battle was looked for in London every hour, and the public anxiety was intense.

### The Danube.

Lord RAGLAN had called for a division in Bessarabia, consequently the Turks were advancing to the Pruth. Ten advance guards set out from Bucharest on the 27th, and OMAR PACHA would follow on the 30th. Ibrail and Galatz will be the base of operations. Only two battalions will remain at Bucharest, and small detachments will occupy the various points on the left of the Danube.

A dispatch says that OMAR is preparing to besiege Ismail.

The Russians are entrenching their Winter quarters along all the line of the Pruth.

### The Baltic.

News of the bombardment of Reval was daily expected, but the English Press consider it would be impolitic at this late season, in the absence of the French fleet. At last accounts the larger portion of the fleet was at Ledsund, but the British would shortly leave for Baro Sound or Nargen. Admiral PLUMRIDGE's squadron was at Nargen.

The Russian fleet at Helsingfors consists of 9 ships mounting 730 guns; at Cronstadt, 21 ships mounting 1,600 guns, besides 6 steamers. They were striking their top-masts, and preparing for Winter.

On the 18th, the French and English fleets separated,—the French under Admiral DESCHENES, returning home.

### The White Sea.

Capt. LYONS officially announces to the British Admiralty the destruction of the town of Kola, which he burned to the ground, without losing a man.

### The Sea of Azof.

Four Anglo-French steamers will endeavor to force an entry into the Sea of Azof, to capture Russian transports, which now convey reinforcements into the Crimea.

On the 13th, a Tuscan ship at Constantinople reported that an army of 30,000 was at Taganrog, ready to be conveyed in pontoons and gunboats to Yenikale or Kaffa.

The *Journal of Constantinople* states that this force had put to sea, was overtaken by a tempest and 300 men drowned. This is considered doubtful.

### Asia.

The Turkish army occupies the camp abandoned by the Russians, near Kars. The Porte had authorized [illegible], now Commander-in-Chief of the army in Asia, to select his Generals from the army of [illegible]. He has chosen [illegible] Pachas [illegible] and MAHMOUD EFFENDI. SCHAMYL has effected a junction with [illegible], and threatens an immediate attack on Tiflis.

[illegible] has had two engagements, both successful, against Gen. WRANGEL.

A division of Polish artillery had deserted to the Turks, bringing [illegible] guns.

### Prussian Negotiations.

The Austrian Circular note of the 14th ult., addressed to all the States of the Germanic Confederation, except the two Mecklenburgs, has been met by a Russian Note, dated the 21st, calling upon Austria to define categorically what it means by German interests.

A Prussian Note has also been presented to the Diet, promising a moral support to the four guarantees required from Russia, but urges a postponement of all discussion on the subject.

### Greek Affairs.

According to the terms of a note exchanged between France, England and Bavaria, the Bavarian Government has sent M. MAURER as a Special Envoy to reason King OTHO into obedience.

The Sultan has extended, for one month, the period allowed for settling the difficulties with the Porte.

A committee of merchants has been appointed at Constantinople, to regulate the rates of foreign exchange and paper money.

### GREAT BRITAIN.

Captain McCLURE and the crew of his Polar Expedition had arrived at Cork.

The Marquis of ORMOND, and Mrs. WARNER the actress, are dead.

Alderman MOON has been elected Lord Mayor of London.

### FRANCE.

A new Civic Police for Paris is to be organized on the model of the London Police.

Prince PONIATOWSKI, the Tuscan Minister at Paris, has resigned, and intends to become a naturalized French subject. He is a favorite of the Emperor, who will appoint him to high office.

General PERRONET is dead. He was 80 years of age.

### SPAIN.

Renewed disturbances are feared at Madrid, but as yet there has been no open outbreak.

Barcelona is more quiet.

Mr. SOULE is in Paris, on his way to Baden. The *Times* correspondent again asserts that the Spanish authorities hold the proof of Mr. SOULE's connection with the recent insurrectionary attempts.

The Government has removed all French refugees into the interior, beyond the Ebro. They will not be allowed to reside in Arragon, Catalonia, the Basque Provinces or Madrid.

It is not true that O'DONNELL will accept the Ministry of Foreign Affairs.

Gens. CORDOVA, MANAGUESSA and MAZZIRO will soon return to Spain.

### ITALY.

Report says that GARIBALDI and Gen. ROSELLI have crossed the Sardinian frontier to fight a duel, arising out of GARIBALDI's letter disclaiming the recent insurrection at Parma.

The Papal Government has just concluded a loan of four million crowns with the ROTHSCHILDS.

The cholera is committing great ravages at Messina. All the Consuls, except the Bey's and the American, had fled the City.

### POLAND.

A decree postpones until December the reduction of import duties on Corn and other articles of food.

### DENMARK.

The dissensions between the King and the people of Jutland, respecting the Constitution, continue.

### RUSSIA.

JASTERIAN, of Moscow, and H. J. BALDELY, of Shuya, both calico printers, have failed.

Respecting political matters, the only remark is that whatever may happen, the Czar will not give in.

There has been a new issue of paper money to the extent of six million roubles.

*Via* the Baltic, it is stated that the discontent of the Russian population is increasing, and even threatens to bring on a revolution.

### INDIA.

Bombay dates are to Aug. 28. Trade was reported dull. EXCHANGE at Calcutta was at [illegible].

### CHINA.

The dates by the Overland Mail are from Canton, Aug. 5; Shanghai, July 24; Amoy, July 29, and Singapore, Aug. 13.

Canton was in a state of siege. Business was entirely suspended, and the city would in a few days be in the hands of the insurgents. No Tea was being brought to market.

Whampoa and Fushman were still held by the insurgents.

EXCHANGE at Shanghai, 6[illegible], and at Canton, 4.11.

Additional dispatches from Hong Kong say that the exports of new tea were four millions of pounds, and of silk 1,263. There had been no arrivals of tea at Canton since the previous mail. Of fifty chops previously received, forty-five were shipped.

At Shanghai there was little business doing either in tea or silk, and the quality of the latter is inferior.

The question respecting duties was expected to be compromised by a deposit of one-third of the original amount.

The demand for imported goods had improved.

### AUSTRALIA.

Sydney dates, by the Overland Mail, are to July 26, and Melbourne to July 25. There was great depression in commercial affairs.

Gold at Sydney was quoted £3 17s., and at Port Philip, £4.

## COMMERCIAL INTELLIGENCE.

### Liverpool Cotton Market....SEPT. 29.

In the Liverpool COTTON market there had been a good demand at hardening prices, but quotations had not been changed. The improved tone was mostly apparent in the lower grades. The business of the week amounted to 54,000 bales.

DENNISTOUN quotes Fair Orleans, 6½d.; Middling [illegible]; Fair Mobiles, 6d.; Middlings do. [illegible]; Fair Uplands, 6d.; Middling do., 5d.

The Brokers' Circular reports a rather more moderate demand from the trade and the export, and the market was more regular for the current qualities of American, while the better grades were more freely offered at rather lower rates. The quotations, however, were unaltered. Sea Island, with a speculative inquiry, had advanced ¼d. The total sales of the week were 58,730 bales, including 9,780 for speculation and export. The sales of to-day (Friday) were 6,000 bales, the market closing steady.

### Liverpool Corn Market....Sept. 29.

BREADSTUFFS had worn an upward tendency, causing holders to establish an advance of 2d. on WHEAT; [illegible] on FLOUR, and [illegible] on CORN. Western Canal FLOUR was quoted at 31s. [illegible]. The arrivals of all articles were small, and stocks were light.

BROWN, SHIPLEY & Co. quote Western Canal FLOUR at 31s.@32s. 6d.; Philadelphia and Baltimore, 32s. 6d.@33s.; Ohio, [illegible]; [illegible] White WHEAT, [illegible]; [illegible] White and Yellow CORN, [illegible] and mixed 36s.

### Liverpool Provision Market....Sept. 29.

From [illegible] Circular.

There was rather more doing in BEEF, with a greatly reduced stock. Dealers were awaiting the quotations of the Government contract. PORK unchanged. BACON [illegible] higher. Shoulders had also improved. LARD was in increased demand; sales of 300 tons at [illegible]. For TALLOW there were buyers at [illegible]. [illegible] CAKE was wanted. CHEESE firm, with an upward tendency, and wanted. For BUTTER the market was dull, and prices irregular.

### Liverpool Produce Market....SEPT. 29.

From the Brokers' Circular.

ASHES were in good demand at 31s. 6d. for Montreal Pearls, and 34s. 6d. for Pots. There was nothing doing in TURPENTINE. SPIRITS were quoted [illegible]. ROSIN was in fair demand, and there had been sales of 1,000 bbls. common, at [illegible]. RICE—There had been a large business in Indian and Carolina; [illegible].

For SUGAR and COFFEE prices were not materially lower, but holders were pressing on the market. TEA—Prices were a shade higher. Congou is quoted at 11d. PALM OIL was firm. 1,300 tons sold at £43 10s.@£45. [illegible]

### London Money Market.

BARING BROTHERS & Co. report that Money continued in demand. Consols [illegible]. Bullion in the Bank of England had decreased [illegible]. The rate of interest was unchanged. [illegible]

### American Securities.

BARINGS report a fair amount of business in American Stocks. BELL & SON quote:

| | |
|---|---|
| U. S. Sixes, Bonds, 1868 | [illegible] |
| U. S. Sixes, Stock, 1867-8 | [illegible] |
| Pennsylvania 5 Per Cents | [illegible] |
| Massachusetts 5's, Sterling Bonds | [illegible] |
| Maryland 5's, Sterling Bonds | [illegible] |
| Alabama 5's, Sterling Bonds | [illegible] |
| Virginia 6's, Bonds | [illegible] |
| Virginia 5's, Bonds, Sterling | [illegible] |
| Boston 4½'s, Bonds | [illegible] |
| Pennsylvania Central Railroad 6's | [illegible] |
| N. Y. & Erie, 1st Mortgage | [illegible] |
| N. Y. & Erie, 2d Mortgage | [illegible] |
| N. Y. & Erie, Convertible | [illegible] |

In BREADSTUFFS, the advancing tendency noticed at the departure of the *Canada* continued, and prices of all descriptions show an improvement upon those of the previous week.

PROVISIONS generally had undergone no change.

The London MONEY market was firm, and Consols closed at [illegible].

### Liverpool Freight Market.

FREIGHTS to the United States continued about the same, with rather a tendency upward.

JACOT & Co. quote fine goods to New-York, 17s. 6d.; coarse do. and hardware, 15s. 6d. To Philadelphia, fine goods, 20s.; coarse, 15s. To Baltimore, fine, [illegible]; coarse, [illegible]. To New-Orleans, fine [illegible]; coarse, [illegible]. Passengers to Boston, [illegible]; to other ports in the United States, £4.

### Departure of the Europa for Boston.

HALIFAX, Wednesday, Oct. 11.

The *Europa* left for Boston at 11 A. M., where she will be due on Thursday evening.

### From Bahia, Brazil.

Capt. ATKINS, of the British brig *Talbot*, arrived yesterday morning, reports that place as generally healthy, the yellow fever having completely disappeared.

At Curacoa, Sept. 21, per bark *Venus*, salt was selling at $1 per bbl.

☞ The Randall's Island boys, who were to visit the City to-day (Thursday) have postponed their visit till next week, on account of the gloom cast over the City by the loss of the *Arctic*.

## BUSINESS NOTICES.

TO LET.—THE STORE OCCUPIED BY US, SITUATED No. 15 Vesey-st., [illegible] through to No. 6 Barclay-st. [illegible] The lease has five years to run from 1st of May next.
MOULTON & PLIMPTON,
No. 15 Vesey and No. 6 Barclay-st.,
Directly in rear of Astor House.

BREVOORT HOUSE, FIFTH-AVENUE, CORNER [illegible]

FASHIONABLE CLOTHING FOR GENTLEMEN.—At the "one price store" of ALFRED MUNROE & CO., No. 441 Broadway, may be found the largest and most complete assortment of well-made Clothing in New-York. Also, Boys' Clothing of the best description.

BEAUTIFUL CLOTHING FOR BOYS—AT THE one price store of ALFRED MUNROE & CO., No. 441 Broadway, [illegible] Boys' Clothing in New-York. [illegible]

MERCHANTS AND OTHERS FROM THE FEVER and Ague Districts of New-Jersey, can be supplied with [illegible], at wholesale or retail, by T. & G. ACKERMAN & MARTIN, [illegible] Cortlandt-st.

VERY COSTLY WATCHES AT AUCTION THIS DAY.—[illegible]
EDWARD SINTZENICH,
General Auctioneer, [illegible]

THE PRESS—MUCH HAS BEEN SAID IN THE public prints regarding the virtues of BOGLE'S HYPERION FLUID and BOGLE'S AMOLE, [illegible]

WINDOW SHADES AND CURTAIN GOODS, SATIN DE LAINES, [illegible]
KELTY & FERGUSON, [illegible]

PIANO-FORTES.—THOSE WISHING SUPERIOR [illegible] HORACE WATERS, No. 333 Broadway. [illegible]
HORACE WATERS, No. 333 Broadway.

RUPTURE.—[illegible] MARSH & CO., [illegible] Maiden-lane, New-York.

MELODEONS—WONDERFUL IMPROVEMENT.—[illegible] HORACE WATERS, Sole Agent, No. 333 Broadway.

HERRING'S PATENT FIRE-PROOF SAFES.—The subscriber continues to manufacture and sell his Champion Fire and Burglar Proof Safes [illegible] SILAS C. HERRING, Green Block, corner of Water, Pine and Depeyster-sts.

A DECIDED SENSATION—KNOX'S PROGRAMME for the Fall and Winter season, [illegible]

FEVER AND AGUE—CERTAIN CURE.—RUSHTON, CLARK & CO.'S TONIC MIXTURE [illegible] RUSHTON, CLARK & CO., [illegible] No. 165 Broadway, No. 10 Astor House, No. 273 Broadway, and No. 511 Broadway, [illegible] St. Nicholas Hotel.

THE GREATEST BARGAINS EVER OFFERED IN Ready-Made Clothing, [illegible] EVANS' CLOTHING WAREHOUSE, [illegible]

THE APPAREL OFT PROCLAIMS THE MAN.—INGRAM & NESBIT, Merchant Tailors [illegible]

SILKS, SILKS.—THE SUBSCRIBER IS OFFERING Rich Plain, Brocade, Striped and Plaid Silks, [illegible]
E. H. LEADBEATER, No. 347 Broadway, corner of Leonard-st.

BOYS' HATS AT GENIN'S, NO. 214 BROADWAY.—Parents will find an infinite variety of new style of Boys' Felt Hats, Cloth Caps, &c., suitable for Fall wear, and at moderate prices, at GENIN'S, No. 214 Broadway, opposite St. Paul's Church.

[illegible] WORTH OF RICH ENGLISH MEDALLION, Velvet, Tapestry, Brussels, Three-ply, and Ingrain Carpetings [illegible] HIRAM ANDERSON'S, No. 99 Bowery.

J. H. THOMPSON, FROM PARIS, PHRENOLOGICAL Hair Cutter, is to be found at No. 6 Warren-st. [illegible] He is the only Artist in New-York [illegible]

LADIES' BEST KID GLOVES AT 38 CENTS PER PAIR.—Just received, [illegible]
E. H. LEADBEATER, No. 347 Broadway, corner of Leonard-st.

FALL DRY GOODS—MERINO AND PLAID Cashmeres, Delaines, Flannels, Blankets, Quilts, Cloths, Linens, Sheetings and Shirtings, &c., for sale at great bargains.
E. H. LEADBEATER, No. 347 Broadway, corner of Leonard-st.

GENTS' FURNISHING GOODS FROM AUCTION.—Lambs' Wool, Merino, Silk and Cotton Undershirts and Drawers, selling at 25 per cent. below the usual prices, at McLAUGHLIN'S, [illegible] corner of Chambers.

HAT ATTRACTION.—RAFFERTY & LEASK ARE selling the Fall styles of [illegible] No. 57 Chatham, and corner Chatham and Pearl-sts.

ALBERT H. NICOLAY WILL HOLD HIS REGULAR semi-weekly auction sale of Stocks and Bonds THIS DAY, at 12½ o'clock, at the Merchants' Exchange. For further particulars see his advertisement in another column.

THE NEW FLUID REGULATOR LAMP—MAY BE seen burning daily at No. 74 Beekman-st. See advertisement [illegible]

## SPECIAL NOTICES.

## SPECIAL NOTICES.

## WANTED.

## BOARDING.

## WANTED.

## BUSINESS CHANCES.

## HOUSES, &c. WANTED.

## LOST AND FOUND.

## NEW PUBLICATIONS.

## NEW PUBLICATIONS.

## DRY GOODS.

## MILLINERY.

## MAGNETIC POWDERS.

## SALAMANDER SAFES.

## HOTELS.

## EXCURSIONS.

## FURS.

## FARO PLAYING CARDS.

## ARRIVAL OF THE NORTHERN STAR.

### ISTHMUS NEWS.

### American Ladies Imprisoned.

The steamer *Northern Star*, from Aspinwall Wednesday evening, arrived at Quarantine at 10 o'clock A. M., in seven days and 1[illegible] hours from Aspinwall. Her dates from California are the same as brought by the *Northern Light* on Sunday. [illegible] obliges us with early memoranda and papers. [illegible] 7 o'clock A. M., MATHEW HE[illegible], [illegible] was instantly killed by the fall [illegible] upon his head from the upper deck.

The *North Star* sailed from New-York 20th September at 3 o'clock, and arrived at Aspinwall [illegible] days from New-York. Sailed from Aspinwall for New-York with the mails, treasure, and passengers from San Francisco, Oct. 3, [illegible] o'clock P. M. Has experienced strong head winds with heavy sea, during the entire passage.

The steamer *Golden Age* sailed from Panama [illegible] San Francisco with the mails and passengers from steamers *North Star* and *Falcon*.

Steamer *Panama*, from San Francisco 18th Sept., arrived at Panama Oct. 2, at 1 o'clock P. M. Her passengers, mails and treasure arrived at Aspinwall at [illegible] o'clock P. M., Oct. 3. Time occupied in the transit, [illegible] hours.

Steamer *Falcon*, from Havana, with the mails and passengers from New-Orleans, arrived at Aspinwall [illegible] o'clock A. M., 30th September, and sailed again for Havana October 3, 7 o'clock P. M.

October 5, lat. 27° 30', lon. 74° 36', passed British ship [illegible], bound South.

Sloop-of-war *Albany* called off the Port of Aspinwall September 28. Her commander came on shore, and finding all quiet, sailed next day for New-York.

The railroad has finally been completed to the summit, to which the cars are now running, leaving only eight miles of mule carriage, over a road which has been put in much better repair by the company, so that it can be easily traversed in [illegible] three hours.

But little of note had transpired on the Isthmus since the departure of the previous steamer. There had been a scarcity of provisions at Aspinwall, but this had been remedied by the arrival of two vessels from the United States.

The only information relative to the progress of the Revolution is contained in the following paragraph:

The E. M. steamer *Dee*, which arrived here on the 26th, brought us no definite news of the Revolution. The only intelligence was verbal, and of the forces in the vicinity of Santa Martha. The [illegible] Gen. [illegible] had an engagement with the [illegible] about the 23d of this month—that the fighting was very severe, several having been slain on both sides, and that Gen. P. was victorious.

### Specie List of the Northern Star.

| | | | |
|---|---|---|---|
| Adams & Co. | [illegible] | Wm. Hoge & Co. | [illegible] |
| [illegible] | [illegible] | [illegible] Kendall | [illegible] |
| [illegible] | [illegible] | [illegible] Thomas | [illegible] |
| [illegible] | [illegible] | [illegible] Williams | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Wells, Fargo & Co. | [illegible] |
| [illegible] Mineral Co. | [illegible] | Total | [illegible] |

### From our Acapulco Correspondent.

ACAPULCO, (Mexico,) Friday, Sept. 22, 1854.

*To the Editor of the New-York Daily Times:*

CAPT. F. STOCKER, an American citizen and bearer of dispatches from the United States Legation in Mexico, to CHAS. L. DENMAN, Esq., United States Consul at this port, with his entire party, among whom are some American ladies, were arrested by the Government troops at Ayutla, and, after an imprisonment of five or six days, removed to Chilapa, being still in close confinement.

The Mexican bark *Santa Anna*, and schooner *[illegible]*, arrived off the harbor on the 10th, and have assumed the attitude of a "blockade."

General ALVAREZ, after taking Ayutla, and destroying the fortifications, fell back on Providencia, owing to the appearance of cholera.

A Government Courier was caught on the 10th ult. by ALVAREZ's advance "picket," with dispatches by General [illegible], at Chilpancingo, ordering the immediate withdrawal of all his forces, as they were required in the capital; his intention being not to make a second attack on Acapulco.

The State of "Tamaulipas" has pronounced in favor of ALVAREZ.

## THE TEMPERANCE QUESTION.

### Mr. Delavan's Letter in Reply to Judge Bronson.

The letter of Judge BRONSON to Mr. E. C. DELAVAN, acknowledging the receipt of his Temperance tracts, and expressing his views on the question of Prohibition, was published in connection with our report of the proceedings of the Albany Convention. Mr. DELAVAN's reply has not yet been published, although Judge BRONSON sent his rejoinder thereto to the press. We therefore publish below Mr. DELAVAN's letter:

BALLSTON CENTRE, Thursday, Sept. 28, 1854.

[illegible]

DEAR SIR: Your esteemed favor, in answer to mine asking your opinion of the accompanying Temperance tracts, was duly received. Your permission for its publication did not reach me until this evening. I hasten to avail myself of the privilege.

Though not entirely coinciding with you in all the opinions expressed, I honor the frankness with which they are expressed, and do full justice to the motives which prompted to their expression.

I am gratified to learn that you consider a law prohibiting the sale of intoxicating liquors constitutional, and that you have no objection to the passage of such a law on any personal account. On the question of expediency, good men have, and doubtless will continue to differ, till the question has been, by experiment, practically settled. Still I cannot myself, however, think with you, that because "our Heavenly Father works by slow processes, both in the moral and in the material world, that we should act more wisely when we act like him" in this respect.

With him, one day is as a thousand years, and a thousand years as one day. With us it is otherwise. We are only of yesterday; he is from everlasting. We may die to-morrow; he will live forever. Whatever we, therefore, purpose to do for the Church or the world, must be done promptly—it must be done quickly—for we are going to the grave, where there is neither knowledge, wisdom or device. In a few years we shall not only pass away, but the entire generation which now peoples our world will, with their crimes and miseries, have passed away also. We cannot, therefore, afford to wait the slow processes of a gradual progressive reformation. The case is an extreme one. Intemperance is sapping the general morals, as well as the national prosperity. It is corrupting our youth, desolating our domestic hearths, crowding our poor-houses, and filling our jails and graveyards. There is, therefore, no alternative. We have already delayed too long. During that delay the enemy has been gaining strength—is still gaining strength. Placed in [illegible], ought we still to wait? Especially ought we to do this, when during that delay [illegible] will continue to [illegible] the [illegible] of a beastial beverage, and by the certainty of a [illegible] I cannot think so; still, I [illegible], but I hope not insurmountable, in the way of legislative prohibition, and I will be [illegible] the motives of all good men, who, though wishing well to the cause, shrink from the peril of encountering these difficulties.

With great esteem and regard,

Yours [illegible],

EDWARD C. DELAVAN.

SUPREME COURT—SPECIAL TERM—Oct. 11.

Before Hon. Judge [illegible].

*In re Maria Blakeman.*—This case is a petition by [illegible] Blakeman to have the care and custody of his children, who are now under the charge of Mrs. Blakeman [illegible]. The case has been before the Court nearly a week, but has been adjourned from day to day. [illegible] A report of the proceedings of that day will be found in the TIMES of the 6th October. [illegible]

COURT OF COMMON PLEAS.

Before Judge [illegible].

ADJOURNMENT.

Mr. A. T. SMITH, of the firm of [illegible] & Smith, moved that in consequence of the [illegible] of one of several members of the Bar, [illegible] the Court [illegible] adjourned, and the jurors in the panel are [illegible] until Thursday.

## NEW-YORK CITY.

### Convention of the Grand Daughters of Temperance.

The Tenth Annual Convention of the Grand Daughters of Temperance convened in Temperance Hall, Bowery, yesterday morning. The attendance was not large, but as the Convention will be in session for some days, the number of delegates will, undoubtedly, be increased. The officers of the Convention are: Mrs. CHAS. FARMER, Grand Presiding Sister; Mrs. RICHARD KING, Grand Associate; Mrs. F. W. WILLIAMS, Grand Scribe; Mrs. W. H. DECKMAN, Grand Treasurer. Mrs. JOHN J. HILDRETH, Past Grand Presiding Sister, was also present. The whole of yesterday was occupied mainly in receiving credentials and in transacting the usual opening business. The organization is active, and has for its object the spread of Temperance and benevolence.

### Meeting of Practical Democrats.

A meeting of the County Organization of Practical Democrats was held in the Mercer-street House, corner of Broome and Mercer streets, last evening. Mr. IRA B. DAVIS occupied the Chair, and Mr. J. M. HENRY officiated as Secretary. On motion of Mr. GEORGE W. ANDERSON, a Committee of three was appointed to interrogate the candidates for State and Municipal offices as to their opinion of the platform of the Practical Democrats. Messrs. IRA B. DAVIS, George W. Anderson and J. M. HENRY were chosen as such Committee. Mr. HENRY moved that the organization meet every Tuesday evening, which was agreed to. Messrs. Anderson, Davis, Wm. Arbuthnot and Henry were appointed a Committee to obtain a permanent meeting place. The meeting, after some general conversation on the prospects and objects of the organization, adjourned.

### Arrest of Burglars.

A gang of burglars was arrested yesterday by the officers of the Tenth Ward police, while endeavoring to dispose of a quantity of silverware under very suspicious circumstances. The valuables proved to be the proceeds of a burglary committed at the house of NOEL J. BECAR, in Brooklyn, on the night of the 9th inst. The culprits gave their names as JOHN WILLIAMS, BENJ. WILLIAM, PHILIP JACKSON and ANN SMITH, all colored. On JACKSON's person was found a gold watch and a pistol.

### Killed by Inhaling Carbonic Acid Gas.

Coroner GAMBLE held an inquest yesterday on the body of THOMAS COAKLEY, a native of Ireland, who was employed as a laborer and watchman in the distillery of TROUT, BROOKE & Co., at No. [illegible] Cherry-street. He was found dead in one of the vats used for the fermentation of grain to be used for distillery purposes. The Jury rendered a verdict that death was caused by inhaling carbonic acid gas.

### Target Excursion Accident.

The Oliver Guards made their last excursion yesterday. They looked remarkably well, and numbered about sixty men.

An accident occurred just before they finished shooting, which rather marred the pleasure for the rest of the day. One of the members, by the name of JAMES O'HARRAN, had his left hand shot off. Councilman SCHENCK happened to be on the ground with his carriage, and had him immediately brought to the New-York Hospital.

### Railroad Accident.

An inquest was held yesterday at the New-York Hospital by Coroner GAMBLE, on the body of EDWARD HOWARD, who was employed as one of the brakemen on the New-York and Erie Railroad. On the 20th of August last, he came in contact with a pile of wood while looking from the side of one of the cars while in motion, and received a compound fracture of the skull. He died on Tuesday night at the Hospital. A verdict in accordance with the above facts was rendered.

### Robbery of Gold and Silver Coin.

A German named FRANCIS MARKS was arrested yesterday by Officers MANSFIELD and SMITH, on a charge of having entered the room of CATHARINE TIER, at No. 120 Centre-street, and carried away a quantity of gold and silver coin, amounting to $200. He was seen coming out of the apartment, and the money having been missed shortly afterwards, he was arrested and committed for examination by Judge BOGART.

### Robbery by a Hack Driver.

Officer SMITH, of the Lower Police Court, yesterday arrested a hack driver named JOHN STEPHENS, on a charge of having stolen two trunks, the property of JOSEPH GAMAGE, who had entrusted them to his care. The contents are valued at $125. He was committed by Judge BOGART.

### The Slave-Trade.

UNITED STATES MARSHAL'S OFFICE.

Bartholomew Blanco, arrested for violating the laws of the United States in relation to the Slave-trade, was admitted to bail in the sum of $30,000, and liberated from custody.

BOARD OF COUNCILMEN.—WEDNESDAY, Oct. 11.

The President, EDWIN J. BROWN, and a quorum of thirty members present.

The minutes of the last meeting were read and approved.

The following petitions were presented and referred:

Of J. P. Haight, for the remission of tax. From John Hurd, to be paid $100 for the damage to his horse, which animal fell through a hole in Pier No. 32 North River. For a sewer in East Broadway.

THE BEEKMAN-STREET SEWER.

A communication was received from the Bureau of Assessment, requesting the return of the assessment for the sewer in Beekman-street, from Gold to Pearl-streets. It was ordered that the assessment for the sewer be returned, for the correction of an error.

FROM THE COMPTROLLER.

A communication was presented, recommending that provision be made for the payment of the salaries of the Clerk of the Bureau of Arrears and his four Assistants, and also for the salary of the Assistant Auditor recently appointed in that Bureau. The document was ordered to be laid on the table and printed.

RESOLUTIONS REFERRED.

That the curb and gutter stones in Thirty-second-street, between First and Second avenues, be set and reset, and the sidewalks flagged and reflagged, where necessary.

That vacant lots in Twenty-sixth and Twenty-seventh streets, Fourth and Fifth avenues, and also in Madison-avenue, be properly fenced in.

That the sidewalks in Twenty-sixth and Twenty-seventh streets, in Fourth and Fifth avenues, be flagged, and also the sidewalks in Madison-avenue.

RESOLUTIONS ADOPTED.

That the Committee on Railroads inquire into and report to this Board, as soon as possible, the reason why the contractors laying down the Ninth-avenue Railroad do not go on with their work.

That the Committee on [illegible] be directed to report upon the resolution in relation to the contract for cleaning the streets of the Sixth Ward.

THE HOG NUISANCE.

On motion, the ordinance to prevent the keeping of swine below Eighty-sixth-street, in the City of New-York, was taken up, and after a motion to refer back and to lay on the table were negatived, the question, the adoption of the ordinance, was taken on a division, when the Board voted 23 Nays and 9 Ayes. The ordinance was therefore declared to be lost.

On motion, the Board went into Committee of the Whole, Mr. Verplanck in the Chair.

THE BRICK CHURCH PROPERTY.

Report of the Committee, in relation to the disposal of this property, came up in its order on the calendar. The Chairman stated that there were objections against taking the matter into consideration, as some proposals had been made to the Committee this afternoon.

After some unimportant discussion, the report was ordered to be laid over.

PAPERS ORDERED TO A THIRD READING.

Resolution to purchase a house and lot for Hose Company No. 32.

In favor of removing pump and closing a well at Thirty-sixth-street and Fifth-avenue.

In favor of confirming assessment for flagging Eighty-ninth-street.

THE NEW COUNTY JAIL.

On motion, the consideration of the report in favor of this project was laid over.

THE WIDENING OF CLIFF-STREET.

The Report on the subject of this contemplated improvement came up, and a motion was made to postpone the order to a third reading, but withdrawn. The question then occurred on the passage of the Report to a third reading.

The member from Fifty-third District moved an amendment: That Cliff-street, between Beekman and Ferry streets, be widened in the direct line from the southwest corner of Beekman and Cliff streets to the northwest corner of Ferry and Cliff streets.

On motion, the whole subject was laid over until the next meeting.

The Committee then rose and reported progress.

The Board resumed, and then adjourned to Friday.

## LAW INTELLIGENCE.

COURT CALENDAR—THURSDAY, Oct. 12.

U. S. DISTRICT COURT.—Nos. 30, 33, 34, 27, 38, [illegible]

OYER AND TERMINER.—*The People vs. Chas. Graham*, indicted for murder.

SUPREME COURT—Circuit—Nos. 761, 464, 608, 310, [illegible] 741, 767, 768, 769, 770, 772, 774, 775, 776, 777. *Special Term*—Nos. [illegible]

SUPERIOR COURT—Nos. 324, 189, 250, 344, 351, 355, 356, 357, [illegible]

COMMON PLEAS—*Part I.*—Nos. 1268, 1681, 1363, to 1367, 1369 to 1370. *Part II.*—Nos. 1350, 1368 to 1369, 1368, 1100, 1349.

### COURT OF GENERAL SESSIONS.

OCTOBER TERM, EIGHTH DAY—OCT. 11.

Before Hon. Recorder Tillou.

This Court was yesterday occupied in trying some very serious charges. A case of manslaughter, a case of rape, and a very aggravated case of burglary were disposed of. Before the commencement of proceedings, the Court presented a rather singular appearance, nearly every person present, whether Jurors in waiting, witnesses or spectators, being engaged in perusing, in some morning newspaper, the sad news of the *Arctic's* loss. There was scarcely any one individual in the Court, including the various counsel, the officers of the Court, and even the Recorder, who was not so engaged.

#### Singular Case of Manslaughter.

Cornelius J. Quackenbush was charged with manslaughter in the fourth degree. The particulars of this case were of an uncommon kind. Mr. Quackenbush, on August 7th, saw a rat running on the stoop of a wooden building opposite his grocery store in Hammond-street. He got a pistol and fired at it, but the ball striking the sidewalk, glanced off at an angle of 45° and struck Anthony Bertram, who was standing near, inflicting a wound of which he subsequently died.

The first witness examined was William H. Van Tassel. He was talking to Quackenbush at the time; he also saw the rat, and was on the point of starting to get a stone when Quackenbush said that he would get a pistol and shoot it; witness told him before he fired to take care, or he would hit Bertram; with this caution Quackenbush changed his position, so as to fire at a wider angle than he first intended; the man fell directly he fired; witness ran up to him thinking he was only scared, but found that he was bleeding; Quackenbush procured a carriage and took him to a doctor's, and afterwards to the Hospital.

Mr. Chauncey Schaffer appeared for Mr. Quackenbush.

*William T. Day*, deposed that he was standing by Mr. Van Tassel, the last witness, when the pistol was fired; the affair was quite accidental, and Mr. Quackenbush took what appeared to be every precaution to avoid injuring anybody; there was no person passing in the street, at the time, besides the deceased, who stopped to see what was going on.

For the defense, Mr. Schaffer said this was one of those singular cases, not to be accounted for on any principles of mathematics. The ball from the pistol struck the sidewalk, and glanced obliquely, in a direction wholly unaccountable. Of course, it would not be contended that the prisoner was guilty of anything more than carelessness; but he thought even that charge could not be sustained.

The Assistant District Attorney said that taking all the evidence into consideration, he thought it insufficient, and would not press for a conviction. The Recorder charged the jury that the crime, if it were a crime, amounted to manslaughter in the fourth degree. The question for them to consider was, was Mr. Quackenbush guilty of culpable negligence? It was the design of the law to compel people to be cautious in the use of fire-arms, but the present case was one of those anomalous ones, which it is difficult to treat in a legal manner. The prosecution had declined to press for a conviction, and it was left with the jury formally to acquit the defendant.

The Jury, misapprehending their position, wished to retire. It was explained to them that the Assistant District Attorney had withdrawn the case, but the jury seemed discontented, and debated for a considerable time. At last, one of their number arose, and addressing the Recorder, said that he wished, for his part, to reprehend the practice of discharging fire-arms in the public streets.

A verdict of Not Guilty was then returned.

#### Charge of Rape.

Peter Hussey was charged with an attempt to commit a rape on the person of a German girl, named Anna E. Rung, on the 1st September. The evidence, which was quite unfit for publication, was not entirely conclusive of the prisoner's guilt. However, he was found guilty, and sentenced to the State Prison for two years.

#### Burglary in the First Degree.

Charles Wilson, *alias* Charles Theodore Wood, was charged with burglariously entering on the night of Sept. 19, the residence of Mrs. Eliza Hall No. 7 King-street, and stealing therefrom one diamond cross and two diamond rings valued at $300; 4 gold bracelets, valued at $100; a gold chain and locket, $50, together with several rings, breastpins, a gold eye-glass, two gold thimbles, and some silver ware, in all, numbering 100 different articles. Mrs. Hall stated in her evidence that her house was securely fastened, having an unusual number of locks and bolts. She had herself seen to the fastenings on the night in question, and at the time of the commission of the burglary was asleep in bed. She was awoke by a noise in the room and saw two men groping about the chamber; she saw one of them take a silver snuff box from the top of a bureau and give it to the other. She jumped up in bed, when they both started to run; she leaped out of bed and pursued them; the inner door of the hall did not open easily, and [illegible] them some delay in getting out, which gave her time to come up with them; the front door had been previously placed ajar by the burglars to facilitate their escape, and they managed to get away, before she could see enough of them to identify them; the back door of the house was set wide open, and the scuttle on the roof was found to have been broken open. It was clear that the burglars entered the house through the scuttle. Mrs. Hall further stated that she afterwards saw her property at the Jefferson Market Police Court, where it was conveyed by the police officers.

*Charles J. Day*, Police Officer, testified that he arrested the prisoner, two weeks ago, in the Eighth Ward [illegible] with him to his lodging, [illegible] a large quantity of the jewelry, which had been stolen, also four pistols and some skeleton keys. He asked the prisoner where he obtained the jewelry, and he replied that he bought some of it in New-Orleans, some at Mobile, and the rest at other places. Mrs. [illegible] identified the jewelry.

*Mrs. Bell*, living at No. 17 King-street, said that her house was the second house from that which the burglars had entered. The prisoner had boarded with her previous to the morning after the robbery, at which time another of her boarders, named James Kelly, who was a friend of the prisoner's, was arrested on suspicion of having been engaged in the burglary. Directly after Kelly was arrested, the prisoner, who called himself by the name of Wood, removed his trunk from her house, telling her that he had a sick friend in Eighth-street, and must go to live with him, and be of service to him.

*Stephen Rockwell*, police officer, deposed that he arrested Kelly on the morning of the 19th of September; he was in company with Wilson in [illegible] street, about 2 o'clock A. M.; they were very suspiciously eyeing the doors and windows of houses in that street; he watched them for some time, and at length determined to arrest them. Wilson ran away, but he retained firm hold of Kelly.

Wilson's Counsel addressed the Jury for the defense, but the case was so plain, that all his words were wasted. The Jury immediately found the prisoner Guilty.

James Kelly was then called up for trial on the same charge. He pleaded Guilty, and thus saved the time of the Court.

The Recorder addressed both prisoners in a feeling and suitable manner, and sentenced them to 15 years each in the State Prison.

SUPREME COURT—SPECIAL TERM—Oct. 9.

Before Hon. Justice [illegible].

ORDERS.

*Williamson vs. King.*—Order of reference.

*Holt vs. Rose.*—Default taken.

*Pogue vs. Bartlett.*—Judgment ordered to be amended.

OCTOBER 10.

*Mellier vs. Pinckney.*—Motion for new trial denied.

#### Another Case of Landlord Law.

FIRST DISTRICT COURT.

Before Judge [illegible].

*George W. Geer against John Hall.*—This was a summary proceeding in ejectment to obtain possession of a certain lot of land and the buildings thereon, on the northerly side of East Twenty-fifth-street, between First-avenue and Avenue A.

It appears that Mr. Geer let the premises in question to John Hall by lease dated May 1, 1849, for the term of five years from that day, at the yearly rent of $75, payable quarterly. In the lease is the following clause: "And the said party of the first part (Mr. Geer) for himself, his heirs, executors and administrators, doth agree to renew the said lease at the expiration of the said five years, for such rent as may then be agreed upon, and then will renew the said lease, each and every five years thereafter for such rent as may, at the expiration of each term, be agreed upon, until the full term of twenty years have expired from the commencement thereof."

Mr. Barnard, the counsel for the tenant, then offered to prove that he had—

1. Offered to agree as to the amount of rent for the [illegible] the landlord refused to make [illegible] agreement.

2. That the landlord stated that the rent of those premises for the further term, should be the same rent as should be required and were taken for the premises next westerly adjoining these premises, and leased to Vanderpool, Smith & Co.

3. That the tenant tendered to the landlord $21 [illegible] for one quarter, to the 1st day of August last, that being the same paid or agreed to be paid and taken by Vanderpool, Smith & Co., for the land adjoining westerly adjoining these premises.

4. That the tenant here offers to pay into Court the said sum of $21 [illegible].

Mr. Jordan the landlord's Counsel objected to the admission of this testimony on the ground that the clause in question in the lease, is a mere agreement to renew the covenant not a covenant in lease, and that the testimony is irrelevant.

The Judge sustained the objections and, stated that the only remedy the tenant had (if he had any at all) was by proceeding in equity to compel Mr. Geer, the landlord, to specifically perform his agreement to renew the lease, and until it is renewed it must be deemed to have expired. I therefore order a warrant to put the landlord in possession of the premises.

## MARKET REPORTS.

### Weekly Review of the Dry Goods Trade.

NEW-YORK, Wednesday, Oct. 11, 1854—5 P. M.

There has been a moderate degree of animation and steadiness apparent, during the past week, in the Dry Goods trade. Yet, as no radical change has occurred in the condition of the business, we cannot prolong our preliminary remarks. It will be sufficient for our readers that our leading men generally think that the crisis has been passed, and that, in looking for any alteration in the traffic, we may reasonably hope for an improvement.

Desirable styles of heavy Sheetings and Shirtings find ready buyers at full figures. There are not abundant. The medium and better grades of bleached goods attract more attention at former rates. There are moderately active and steady. Less animation is discernible in Drills, which are languid in price. There exists a good inquiry for Duck, of well-approved character. Ginghams are salable and firm, the supply being rather moderate. Nothing new can be noticed in Lawns or Nankins. Osnaburgs are plenty and heavy at old figures. Printing Cloths and Tickings are in rather slack request, though unchanged in price. Stripes and Ticks are brisker, though not higher.

Woolens are freely offered at very low rates, but are not in brisk demand. Choice makes of Blankets, worth from $4@$7 50 ℔ pair, are salable and steady. Cassimeres and Cloths of desirable qualities are in rather better demand, but are otherwise unaltered. Fancy Doeskins, worth from 80c.@$1 ℔ yard, are more in request and are stiffly held. Flannels appear dull and heavy. Jeans and Linseys are sparingly purchased at former figures. Mouslin Delaines are in fair demand and firm. Satinets are brisker and steadier, especially such styles as are obtainable at from 27@50c. ℔ yard. Shawls are more sought after, but at slightly reduced quotations. Select makes of Tweeds are salable and steady in price.

Foreign fabrics are not so actively inquired for, and are not so regular in value, this week. Desirable styles of Continental goods are in moderate request at about previous rates—being wanted by jobbers; but unpopular articles, whether Continental or British, are scarcely noticed in private, and are quite unsettled in price, as owners cannot sell them, unless they let them go for the most that buyers will give for them. The auctions are rather heavier, but they evince a better tone, as the Catalogues are more select, and less eagerly pressed upon purchasers. These circumstances may serve to strengthen prices. The imports are much lighter now than they were a year ago, and are gradually decreasing. Were our Stocks as reduced as they ought to be, our Market would now be in a fair way to obtain some relief. This is much needed, and we hope it may soon be realized.

*Markets—Carefully reported for the N. Y. Daily Times.*

WEDNESDAY, Oct. 11—6 P. M.

ASHES—Are still scarce and wanted, at $6 12½@$6 25 for Pearls, and $7 for Pots, ℔ 100 ℔.

BOOTS AND SHOES—There exists a good Northern, Western and local inquiry, for seasonable styles, at previous quotations. But few are wanted for the South, and for shipment to gold regions in the Pacific Ocean, is unusually limited. Our stocks are greatly reduced, and the production is being curtailed, in consequence of the high prices of the raw materials. These circumstances render owners of the manufactured article very confident.

CANDLES—Seem in fair request at 13c. for Mould Tallow; 21c.@25c. for Adamantine; 36c.@40c. for plain Sperm; and 40c. for patent do. ℔ ℔.

COAL—Is less inquired for, and can now be had at $6 50@$7 for Anthracite, ℔ ton of 2,000 ℔s., delivered; $7 50@$8 for Sidney; $9@$9 50 for Newcastle cannel; and $11@$11 50 for Liverpool Orrel, ℔ chaldron.

COTTON—The business transacted in this line to-day has been very moderate, at unchanged prices. The steamer's news did not affect the trade much. The receipts are increasing, but slowly; and the stock, here, on hand and on shipboard does not exceed, according to the most reliable estimation, 27,000 bales. We quote:

| | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| Ordinary to good | [illegible] | [illegible] | [illegible] |
| Low Middling | [illegible] | [illegible] | [illegible] |
| Middling | [illegible] | [illegible] | [illegible] |
| Good Middling | [illegible] | [illegible] | [illegible] |
| Middling Fair | 10 @10¼ | 10¼@11 | 11 @11¼ |

FISH—Have not varied much. Dry Cod are selling pretty freely at $3 50@$3 75 ℔ cwt. Pickled Cod are quiet, yet held at $4 ℔ bbl. Large Mackerel are in good demand at $15 for No. 1, $13 75@$13 75 for No. 2, and $8 75@$9 for No. 3 ℔ bbl. but other descriptions are particularly neglected. Pickled Salmon and Herring are rather inactive, but steady in price. Smoked Herring find ready buyers at 37½c.@40c. for scaled, and 25c. for No. 1 ℔ box.

FLOUR AND MEAL—State and Western brands still tend upward. The light stock and active home demand exert a favorable influence upon prices. We notice no export operations. The day's sales add up 8,000 bbls. We quote:

| | |
|---|---|
| Sour, ℔ bbl. | $6 37½@$7 00 |
| Superfine, No. 2 | [illegible] |
| Inferior State | [illegible] |
| Ordinary State | [illegible] |
| Straight State | [illegible] |
| Favorite State | [illegible] |
| Mixed Western | [illegible] |
| Common to good Indiana and Michigan | [illegible] |
| Fancy Michigan | [illegible] |
| Common to good Ohio | [illegible] |
| Fancy Ohio | [illegible] |
| Extra Ohio | [illegible] |
| Extra Indiana and Michigan | [illegible] |
| Fancy Genesee | [illegible] |
| Extra Genesee | 9 00 @ 9 75 |

Canadian is quiet, but stiffly held. Southern is still improving in demand and value. The day's movements include 2,000 bbls. at $7 87½@$8 25 for mixed to good, and $8 50@$9 for favorite to fancy and extra ℔ bbl. Rye Flour is inactive, being now held at $5 @ $6 for fine, and $6 25 for Superfine ℔ bbl. Jersey Corn Meal (the only kind that is freely offered) is salable and steady at $4 25 ℔ bbl.

GRAIN—Wheat is in lively request, at rising prices, owing to the scantiness of the stock on hand. The day's business consists of 7,000 bushels prime Canadian White at $1 88, duty paid; and 6,000 good Southern do. chiefly at $1 75, though one small lot was sold at $1 70. Rye is dull and not worth over $1 14@$1 15 ℔ bushel. Barley is less active, and is on the decline; 900 bushels good two rowed were obtained to-day at $1 13; Oats are still in moderate supply, and good demand at 49@50c. for State, and 52c.@53c. for Western ℔ bushel. Corn opened with a fair inquiry at steady rates, and sales of about 41,000 bushels at 74½c.@75c. for common prime Western mixed; but at the close, it was less freely bought and some owners claimed as much as 75c.@76c. for Western Mixed ℔ bushel. No other kinds offering in any considerable force.

GROCERIES—There has been less doing in this line to-day, but no alteration of any consequence has occurred in prices. The sales embrace 100 bags Costa Rica Coffee, at private bargain; 300 Rio do. at 10½c.@11½c.; 250 Maracaibo do. at 10½c. ℔ ℔; 50 hhds. Muscovado Molasses at 26c.@28c.; 50 Cuba do. at 20c. ℔ gallon; with 300 hhds. Cuba and New-Orleans sugar, at from 5½c.@6c. ℔ ℔. Teas are unchanged.

HAY—River is more sought after at 80c. for shipment, and 80c.@90c. for local use ℔ 100 ℔s.

HIDES—The stock is still ample, but it is not pressed upon the market, and, as there exists a good inquiry, in part for export, full, and in some cases, rising prices are being obtained. We may now quote prime Buenos Ayres at 18½c.@19c.; Rio Grande at [illegible]; Rio Hache at [illegible]; Orinoco at 18½c.; Maracaibo at 14½c.@15c.; dry Barcelona at 14c.@14½c.; Porto Cabello at 15½c.@16c.; dry Matamoras at 13½c.@14c.; dry Southern at 13½c.@15c.; and other kinds at proportionate rates, ℔ ℔.

HOPS—Are in rather better request at 37c.@40c. for new, and 25c.@30c. for old, ℔ ℔. The supply is moderate.

LATHS—Eastern are still freely purchased at $1 87½ ℔ thousand.

LEATHER—Domestic tanned Sole is quickly bought at full prices—so that, though the arrivals are pretty large, the stock is not increasing. Other descriptions are without variation.

LIME—Rockland is dull but firm at 90c. for common, and $1 20 for lump, ℔ bbl.

METALS—Copper is salable and steady. There were sold to-day 175 tons Scotch Pig Iron at $35 50c.@$37 50, 6 months, ℔ ton; 20 tons German Lead at about $6 [illegible] ℔ 100 ℔s.; 60 boxes Milan Steel, to send for export, at 24c. ℔ ℔; and a small lot of Banca Tin at 33c. ℔ ℔—all indicating a steady market.

NAILS—Continue in fair request, at 4½c.@5c. for Cut, and 5c.@6c. for Wrought Common, and 7c.@11c. for Wrought English, ℔ ℔.

NAVAL STORES—Crude Turpentine is still quiet and languid, at $4 @ $4 75 ℔ 280 ℔s. Spirits Turpentine sells slowly at 45c.@46c. ℔ gallon. Tar is unchanged. Rosin is in limited demand at $1 65@$1 70 for common, ℔ bbl., delivered, and for better kinds. [illegible] rious kinds of white ℔ 280 ℔s.

OILS—Whale and Sperm continue in steady demand at buoyant prices. Holders are not anxious to realize. Palm is quiet yet held at 10½c.@11c. ℔ ℔. Olive is selling, in casks, at $1 20@$1 25, in bulk, ℔ gallon; and $3 50 for quart baskets, each. Linseed, in large parcels is not wanted at anything over 73½c., while small quantities, are sparingly purchased at 74c.@75c. ℔ gallon. Lard is unaltered.

PROVISIONS—Pork is quiet, yet firm, at $13 25@$13 50 for Mess, and [illegible] for do. Prime, ℔ bbl. Dressed Hogs are in moderate supply and request at [illegible] ℔ ℔. Cut Meats are [illegible]. Lard is [illegible]. Beef is very quiet, but steady, at [illegible] for Country Mess; $10 for City do.; [illegible] for Repacked Chicago do.; and $15 50@$16 for extra do. ℔ bbl. Prime Mess Beef and Beef Hams are unvaried. Butter is not so brisk, at 15c.@17c. for Ohio; 17c.@20c. for Western New-York, and 21c.@25c. for Orange County, ℔ ℔. Cheese is moderately inquired for at 9c.@10½c. ℔ ℔.

RICE—Is in steady request at [illegible] for good to prime, ℔ 100 ℔s.

SOAP—There were 150 boxes Castile taken at 20c. ℔ ℔.

SPICES—Are quiet, but steady. [illegible]

TALLOW—Prime appears inactive and languid at 11c.@11½c. ℔ ℔.

TOBACCO—Has not varied much. The sales embrace only 80 hhds. Kentucky at 7½c.@10½c.; and 100 cases Ohio Seed Leaf at 5½c.@[illegible] ℔ ℔.

WHISKY—There have been 400 bbls. Jersey, Ohio and Prison disposed of at from 36c.@37c. ℔ gallon.

WOOL—Both in private and public, has been more freely purchased during the past week, but prices have not improved. The private sales of the week are estimated at about 45,000 ℔s. domestic, chiefly fleece within our former range, and [illegible] outside on foreign and old figures, and the auction sales included [illegible] foreign (Cape) at [illegible] (Thursday last) at quotations from 25 ℔ cent, under the ruling rates in private.

FREIGHTS—Were inactive. For Liverpool, there were engaged some small lots of [illegible], and 10,000 bushels Corn, in ship's bags, at former rates. For other ports, the shipments were insignificant. The latest charters have been: Ship *Sky Lark*, 1,300 [illegible] tons, for a three months' voyage between China and California, to be employed in carrying Coolies, at $8,000 per month; [illegible] Ship [illegible], to the Chincha Islands and back, at [illegible]; a brig [illegible] to Galveston, at [illegible]; a ship, 800 tons, to [illegible] North side of Cuba, to New-York, about $1,600; a schooner, 180 tons, to Galveston and back, $4,000; a brig and a schooner from [illegible] to New-York, Sugar and Molasses, $7 on and under deck, gross gauge; a brig from Antigua to Baltimore, Sugar and Molasses, $7 on and under deck; a schooner to Grenada, general cargo, $800; ship [illegible], to Callao and back, and a Sardinian brig to Cartagena, on terms not transpired. Three ships of the Dramatic Line of Liverpool Packets, viz.: the *Garrick*, *Siddons*, and *Sheridan*, have just changed hands, and will in future be employed by Mr. T. P. STANTON in his New-York and New-Orleans Line. The vacancies in the Dramatic Line will shortly be filled by new ships, two of which will be ready in a few weeks.

SALES OF STOCKS AT PHILADELPHIA.

Wednesday, First Board—$1,500 City 6s. (N. O.) [illegible]; $1,000 City 6s. (N. O.) 102; $500 City 6s. (N. O.) 91½; $3,000 Schuylkill Railroad 6s. '72; $8,500 Camden and Amboy 6s. '75, 83; $2,400 Allegheny County 6s. int. in New-York 70; $3,000 Pennsylvania 5s. 84; $10,000 Long Island Railroad 6s. 70; 45 Pennsylvania Railroad 44½; 10 do. 44¾; 30 Girard Bank 12; 10 Little Schuylkill Railroad 46; 25 Schuylkill Navigation preferred 23.

Closing Prices—United States 6s. 1867@'68, [illegible]; Pennsylvania 5s. [illegible]; Reading Railroad [illegible]; Long Island Railroad [illegible]; Pennsylvania Railroad [illegible]; Morris Canal [illegible]; Schuylkill Navigation [illegible]; Schuylkill Navigation preferred [illegible]; Long Island Railroad [illegible]; Vicksburg Railroad [illegible]; Girard Bank [illegible]; Lehigh Zinc [illegible]; Union Canal [illegible].

## INSTRUCTION.

THE GLEN HOUSE SCHOOL—BAY-ST. NEW-PORT, R. I.—Winter Term begins on first Wednesday of November. Expenses $150 for term of five months (two quarters), including tuition, board, room, fuel and lights. The undersigned proposes to open at the above time and place, a Select School for Young Ladies, where they will enjoy every facility for obtaining a thorough and complete education. The pupils will be select in character and limited in number, so as to secure particular attention to the peculiar bent of each mind. The course of study will be thorough and well-founded, and the methods of instruction both efficient and comprehensive.

Circulars containing a fuller statement of the plan of the School and other particulars, may be had at C. S. FRANCIS & CO., or will be sent to any address on application to the Principal at Newport. A. DALTON.

Refers to Hon. Geo. Bancroft, Rev. Edward Everett, Henry Wadsworth Longfellow, Jared Sparks, LL. D., Jas. Walker, D. D., Pres. of Harvard College, Prof. C. C. Felton, LL. D., W. A. Stearns, D. D., Pres. Amherst College, and Prof. Agassiz.

NEW-YORK CONFERENCE SEMINARY.—This is a flourishing institution for ladies and gentlemen, with twenty-four professors and teachers, located at Charlotteville, N. Y., 55 miles southwest of Albany. The rooms are large, with clothes presses attached. We have distinguished professors of music and modern languages. The class in Piano music numbered 130 during the past year. Board, room furnished, washing, fuel, lights and tuition in common English, for a quarter of eleven weeks, $21. Circulars found at No. 65 Bowery and No. 1 Vesey-st., New-York. Address A. FLACK, Principal, Charlotteville, New-York.

COOPERSTOWN SEMINARY AND FEMALE COLLEGIATE INSTITUTE.—Beautifully located on Otsego Lake.—Rev. J. C. McKOWN, A. M., Principal. A new Boarding School for both sexes, 13 Professors and Teachers; buildings new and well furnished. Particular attention paid to Music and Oil Painting. Expenses for the year, including board and everything except the ornamentals, within $125. Fall Term commences Nov. 15. For further particulars, address the Principal.

NEW-YORK SCHOOL OF DESIGN FOR WOMEN.—This School has reopened at No. 496 Broadway, corner of Broome-st. Instruction given gratuitously in Wood Engraving, Lithography, and other branches. By order of the Managers.

T. CORNELIA HATCH, Superintendent.

Orders received at the School for Wood Engraving, &c., and executed promptly upon reasonable terms.

THE SCHOOL OF MR. BINGHAM FOR BOYS—Called the CLASSICAL GYMNASIUM, [illegible] will reopen on [illegible]. [illegible] The thorough, systematic and elegant [illegible] to be acquired in this country.

SING SING COLLEGIATE INSTITUTE.—This [illegible] Boarding School for boys will reopen on the first Monday in November. The course of instruction is well adapted to prepare young men for any class in College or for mercantile pursuits. No extra charges for modern languages. Circulars can be obtained at CLARK, AUSTIN & SMITH'S, or by addressing the Principal, THOS. C. REILLY, Sing Sing.

MOUNT WASHINGTON COLLEGIATE INSTITUTE, [illegible] Washington-square, conducted by [illegible] GEO. W. CLARKE, A. M., and JAMES FANNING, A. M., Principals. Commences its twelfth academic year on the second MONDAY of SEPT. [illegible] pupils from 7 to 20 years of age. Catalogues at Messrs. APPLETON'S, and at the Institute.

CLASSICAL, FRENCH AND ENGLISH SCHOOL, No. [illegible] Broadway, (one door above 17th-st.)—The Classical, English and Junior Departments of my School will be opened on MONDAY, Sept. 11. Further particulars may be obtained at Mr. Rickard's Rectory, No. 18 [illegible]-st. or from circulars at the principal bookstores. GEORGE C. ANTHON.

SELECT FAMILY BOARDING SCHOOL FOR BOYS, RAVENSWOOD, L. I.—[illegible] MONDAY, [illegible] Pupils are received and [illegible] T. L. THOMPSON, Principal.

BOARDING SCHOOL FOR BOYS AT BELLPORT, L. I.—The Fourth Term of the Bellport Classical Institute will commence on the 17th of OCTOBER. [illegible] STEVENS, [illegible] New-York, and for full particulars to JAMES CRUIKSHANK, Principal. Bellport, L. I., Sept. 17, 1854.

EVENING INSTRUCTION.—The advertiser [illegible] the evening hours of the coming Winter, to whom he will impart instruction in mercantile [illegible]. Address B. L. K., Office of the Times.

ROSE HILL BOARDING SCHOOL FOR YOUNG LADIES, Danbury, Conn.—[illegible] commence on MONDAY, Oct. 2. [illegible] Mrs. C. M. WHITE, Principal. Refers to W. F. PARRETT, President of [illegible] Company, No. 2 Chambers-st., New-York.

GRAMMAR SCHOOL OF THE UNIVERSITY.—The new term begins September 6. Circulars may be obtained at the bookstores of ROE, LOCKWOOD & SON, THOS. J. CROWEN, CHAS. S. FRANCIS, and JAMES RAYNOR, or at the University, from the Rector. GEO. S. PARKER, Principal.

FAMILY SCHOOL FOR BOYS.—The advertiser is prepared to receive a few scholars for the Winter Session. Circulars containing full particulars may be obtained at S. RAYNOR'S Bookstore, No. 2 Bowery, or by [illegible] E. NICHOLS, Principal, [illegible].

INSTRUCTION ON THE PIANO-FORTE, GUITAR, AND ACCORDION, in a scientific, easy, and modern style, by Miss BROWN, on reasonable terms. No. 190 Canal-st., between Varick and Hudson. Apply on Monday or Tuesday.

BOARDING SCHOOL FOR BOYS.—At Stamford, Conn. E. B. NICHOLS, Principal. The Winter Term commences Nov. 1. Circulars containing particulars, can be had at Raynor's Bookstore, No. 76 Bowery, or by addressing the Principal.

BOARDING SCHOOL FOR BOYS AT NEW-ROCHELLE.—The Winter term commences Nov. 1. Circulars at RAYNOR'S Bookstore, No. 76 Bowery. [illegible] B. LOCKWOOD, Principal.

TARRYTOWN INSTITUTE.—The Winter Term commences Nov. 1. Circulars containing terms, references, view of the Institute, and Andre Monument, can be obtained by addressing A. NEWMAN, Principal.

SELECT BOARDING SCHOOL.—Parents or guardians, wishing to place children in a good country school, where the number is limited, may do so by applying to A. A. GOOLD, No. 167 Bowery.

## DANCING.

A. DODWORTH'S DANCING ACADEMY—No. 806 BROADWAY, OPPOSITE ELEVENTH-ST.—Mr. DODWORTH has the honor of announcing to his friends and the public, that the classes for the present season will commence on SATURDAY, Oct. 7, at 3 P. M. for ladies, at 4 for children, and at 7½ o'clock for gentlemen. The elegant and spacious rooms have been additionally decorated, the floors relaid, and other improvements made during the Summer months. The improved system of instruction so successful since its adoption, will be retained with slight alterations suggested by experience. Every novelty worthy of adoption will be introduced, in addition to all the dances in ordinary use—with the same careful attention to the progress and deportment of the pupils, which has been so distinguished a characteristic of this Academy. Circulars containing the days, hours and terms of instruction can be had at any time at the Academy, or will be sent by post.

FERRERO'S DANCING ACADEMY—No. [illegible] 14th-st.—MADAME E. DURREUL FERRERO and E. FERRERO, respectfully announce that their School is open for the reception of pupils. Young Ladies and Masters' Classes MONDAYS and THURSDAYS, WEDNESDAYS and SATURDAYS, at 3 P. M. Gentlemen's Evening Class, Mondays and Thursdays, at 7½ P. M., commencing Oct. 2. Saturday Evening Class at seven, commencing Oct. 7, at 7½, commencing Oct. 2. N. B.—Pupils can join at any time, the quarter commencing the day of entry.

WHALE AND DAUGHTER'S DANCING CLASSES will commence at Metropolitan Academy [illegible] TUESDAY, Oct. 10; at Gothic Hall, Adams-st., Brooklyn, MONDAY, Oct. 9; at Union Hall Court-st., corner of Sackett, WEDNESDAY, Oct. 11. For particulars see circulars, to be had at the above or at No. [illegible]. W. & D. teach on the most approved and fashionable dances.

MRS. A. HANNAH'S DANCING SCHOOL—At [illegible] Hall, No. 7 Court-st., Brooklyn, will be reopened on WEDNESDAY, Oct. 11. Lessons on WEDNESDAY and SATURDAY AFTERNOONS, commencing at 3 o'clock. Mrs. H. will be assisted by her daughter, MADAME DANNAHER, a favorite pupil. Instruction given in schools and at private classes. For particulars apply to Mrs. L. at No. 28 Livingston-st., Brooklyn.

DANCING—NEW CLASSES—E. H. CROOKER, No. [illegible] Broadway. [illegible] Private instruction at home to suit the applicants.

DANCING—Mr. SARACCO has the honor to inform the ladies of Brooklyn, that a Dancing Class for young ladies has been formed under his direction, in Mrs. DREWES'S School, No. 362 Henry-st., Brooklyn, on the 10th of October. Lessons on TUESDAYS and FRIDAYS at 3 P. M.

CHOICE TEAS AND FAMILY GROCERIES, FOREIGN FRUITS, &c.—At all times, fully, constantly on hand and for sale wholesale and retail, at the lowest market prices, at FOWLER'S, Nos. [illegible] and [illegible] Greenwich-st.

TO PRINTERS—The subscribers are agents for the sale of SUPERIOR PRINTING INKS, manufactured by Parsons, Fletcher & Co., London, and keep on hand the best qualities of Ink of American manufacture. [illegible]

CHARCOAL PIG IRON.—Of a superior quality, manufactured at our works in Clinton County, N. Y., for sale at the lowest market prices, by JOHN C. HUPING & CO., No. [illegible] Cliff-st., N. Y.

COSTAR'S EFFECTUAL RAT, COCKROACH, &c., EXTERMINATOR.—Depot, No. 388 Broadway, New-York. Sold wholesale and retail by HENRY R. COSTAR. Beware of all spurious imitations.

JONES, STRODE & BALDWIN, ATTORNEYS AT LAW, San Francisco, California.—WM. CAREY JONES, CHAS. B. STRODE, J. G. BALDWIN. Refer to BUSBY, SMITH & TOWNSEND; D. APPLETON & CO.

## FOR SALE.

[illegible] FOR SALE.—A [illegible] stone house, [illegible] Apply to CHARLES H. SMITH.

HOUSES IN BROOKLYN FOR SALE.—The two story and basement [illegible] Apply to JNO. BUTLER & BRO., No. [illegible] Fulton-st.

HOUSE FOR SALE OR EXCHANGE FOR FARM.—[illegible] a good business, which can be increased to a large amount. [illegible] all the [illegible]. [illegible] office of this paper.

ASTORIA AND RAVENSWOOD HOUSES AND LOTS.—[illegible] plots on Ravenswood Terrace, with all walks and grounds graded complete. Also, two houses situated about a mile from Astoria, [illegible] Apply to JOSIAH M. [illegible], or at [illegible] Astoria, L. I.

70 ACRES OF LAND FOR SALE—Situated 1 mile from the Court-House in Morristown, New-Jersey, on the Mendham Road. This location [illegible] Apply to CHARLES LAMBERT, Morristown, New-Jersey.

COUNTRY SEAT FOR SALE ON STATEN ISLAND.—One mile from the Vanderbilt Landing, [illegible] The dwelling is new and complete, and has all the modern conveniences and improvements; it is sufficiently elevated to command a full view of the harbor and City of New-York, and yet is easy of access, and is considered one of the most beautiful and healthy locations on the Island. The carriage-house and other out-buildings are all arranged in the most convenient manner. The above will be sold reasonable, or exchanged for good property in this City or Brooklyn. Apply to SIMONSON & WHITEMORE, No. [illegible] Wall-st., New-York.

COUNTRY RESIDENCE FOR SALE.—A pleasant Country residence on Long Island, with sixty acres of land and abundance of all kinds of fruit, within 13 miles of New-York, on the North Turnpike from Flushing, having communication [illegible] with New-York by stages and railroads. The buildings new and in good repair. For particulars inquire of DE VAN HOSTRAND, No. [illegible] Broadway corner of John-st., or on the premises of J. HOLLSWORTH.

FARM FOR SALE—Of [illegible] acres, in the town of Yonkers, within [illegible] miles of the Hudson River Railroad Depot, one mile from [illegible] Bridge, and [illegible] from Williams' Bridge, and [illegible] miles from Van Cortlandt's Mills. The farm is in good order and in a high state of cultivation and well stocked with the best selected fruit trees. [illegible] the country residence [illegible] of four railroad depots. Inquire of the subscriber on the premises. EDWARD CROMWELL.

HALE'S ADDITION TO EAST NEW-YORK.—Building Lots for sale on Hale's Addition, at prices ranging from $75 to $150. These lots have been [illegible] of the improvements made [illegible] as valuable as East New-York Company's lots, which are now selling at more than double these prices. This property has the best means of access, by railroad and omnibus lines, and offers the greatest inducements to purchasers. Apply to CHARLES R. MILLER, No. [illegible] Broadway.

EAST NEW-YORK LOAN AND BUILDING COMPANY.—C. R. MILLER, General Agent, No. [illegible] Broadway. [illegible] for sale at prices ranging from $100 to $3,000. Prices of building lots from $150 to $350.

PLOT OF GROUND FOR SALE—One hundred feet square, equal to four City Lots 25x100, situated in the flourishing village of Ollinville, [illegible] miles from the City [illegible]. For particulars, inquire of R. S. PERRIES, No. [illegible] Cedar-st., New-York.

LOTS IN HARLEM FOR SALE CHEAP.—[illegible] lots in Harlem. Will be sold [illegible] on very easy terms. Apply to T. ESCARD, No. [illegible] Mercer-st.

ENGINES FOR SALE—SECOND HAND—One of fifty-horse power and one of five-horse power, with boilers and fixtures complete, both in good working order. Also, one twenty-horse boiler, nearly new, all for sale at a bargain. THOS. J. WELLS, 28th-st., and 12th-av. NEW ENGINES, from four to thirty-horse power, on hand and made to order. Also, shafting, mill gearing, shafting, gearing and saw-mill machinery of every description.

MOCKING BIRD FOR SALE—A fine pet Mocking Bird, [illegible] months old and is sold because the owner is leaving the City. Can be seen by applying to BIRD, [illegible] Post-Office immediately.

## TO LET.

STEAM POWER TO LET.

AT THE EMPIRE WORKS, foot of East [illegible]-st., New-York. Rooms [illegible] power furnished [illegible]. Apply to [illegible].

HOUSE TO LET—A modern-built dwelling house in the village of Morrisania, [illegible] City [illegible] half hour by stages and railroad [illegible] walk from the [illegible]. Further particulars may be had of [illegible].

HOUSE TO LET—A furnished house, No. 2 East 14th-st. [illegible] family [illegible] 1st of November, [illegible] from 11 A. M. to 3 P. M.

HOUSE TO LET—In [illegible], East of Broadway, a [illegible] Carriage-House, 3 lots of Ground, Fruit, [illegible] of THEODORE PALMER, No. [illegible], or E. VAN ARSDALE, No. [illegible].

HOUSE TO LET—[illegible] Apply to T. MANSON, No. [illegible].

HOUSE TO LET—From 1st November.—The modern [illegible] house, No. [illegible] Croton [illegible] Apply on the premises, or to J. P. PIERSON, No. [illegible] Wall-st.

PART OF A HOUSE TO LET.—The dwelling part of the third story and attic of the house No. [illegible] Greenwich-st., opposite the Jefferson Market, [illegible] Apply to M. D. BENJAMIN, No. [illegible].

TWO NEW COTTAGES TO LET—Each with ten rooms and garden, three lots, on [illegible]-st., near [illegible]-av., Brooklyn. Cars run on [illegible] to the Ferries. Rent $150 to May next. T. H. RODMAN, No. [illegible] Wall-st.

ROOMS TO LET—No. [illegible] Broadway, corner of [illegible] Houston-st., suitable for artists or for offices. Inquire of W. DURACK, Room No. [illegible], or THOMAS H. RODMAN, No. [illegible] Wall-st.

LOTS TO LET OR LEASE.—[illegible] between 1st-av. and East River, with [illegible] Apply to JAMES ROBINSON, No. [illegible] Pearl-st.

TO LET OR LEASE.—The large new Building [illegible] suitable for manufacturing purposes, [illegible] three sides, No. 139 Mulberry-st. [illegible] Apply to HARDMAN & OSBORN, No. [illegible] Walker-st., corner Bowery.

ONE HALF OF THE OFFICE OR DESK ROOM TO LET—At No. [illegible] Wall-st. Inquire of R. C. TAYLOR, on the premises.

SHOP TO LET OR LEASE.—A convenient well-lighted shop with steam-power, to let or lease. [illegible] Apply on the premises to WM. E. FORD, No. [illegible] N. B.—A horse-power for sale, cheap.

STORES OR WAREROOMS TO LET.—In the second story of Appleton's Building, corner of Broadway, [illegible] suitable for wholesale or retail [illegible] Apply to D. APPLETON & CO., Nos. 346 and 348 Broadway.

STEAM POWER.—Rooms to let, with steady steam power, in the new building Nos. [illegible] and [illegible] Centre-st. [illegible] Inquire of J. GAUGH, Engineer, on the premises.

STEAM POWER TO LET.—In [illegible]. J. C. HULL & SONS, No. [illegible].

CHINA WARE.—UNPRECEDENTED BARGAINS IN FRENCH CHINA, CROCKERY AND GLASS.

150 dozen white French China Cups and Saucers, [illegible] dozen.

[illegible] French China Plates, [illegible].

[illegible]

Tureens, Dishes, [illegible].

[illegible] Tumblers [illegible].

Finger Glasses, [illegible].

Chamber Sets, [illegible] and are very handsome.

[illegible] China Tea-sets, [illegible] pieces only $[illegible].

[illegible]

Also 100 dozen French Cut Bar Tumblers, [illegible] doz.

[illegible] great variety of other useful articles of China and glass, very cheap for CASH ONLY, for sale by [illegible], No. [illegible] Broadway, three blocks [illegible].

LAMPS, CAMPHENE, &c.

CHARLES FUELLER, NO. 360 GREENWICH-ST., Manufacturer and Dealer in LAMPS, CAMPHENE, BURNING FLUID, ALCOHOL, PHOSGENE GAS, and SPIRITS TURPENTINE, &c.

UNITED STATES ASSAY OFFICE,

NEW-YORK, Oct. [illegible], 1854.

THIS OFFICE will be open for business on and after THIS DAY.

Deposits of Gold and Silver Bullion will be received on the same terms as at the Mint.

Payment for deposits will be made either in stamped bars, in coins, or in certificates, at the option of the depositor, in the order of [illegible].

Silver payments not made at this office.

For this purpose it will be impossible to obtain certificates within the [illegible] of the office.

SAML. P. BUTTERWORTH, Superintendent.

UNITED STATES PASSPORTS.—For all parts of the world, [illegible] J. B. NONES, Notary Public and Commissioner, [illegible] in the States. No. 15 Wall-st. [illegible]

CUT NAILS AND SPIKES.—A full assortment for sale on favorable terms, by the Agents [illegible] New-York, [illegible] MERRITT, [illegible], No. [illegible]. Parties [illegible] delivered at [illegible].

DISSOLUTION—[illegible] THIS DAY, [illegible] HUGHES, HAMPTON & CO.

NEW-YORK, May 1, 1854.

COAL.

DIVIDENDS.

BANK NOTICES.

INSURANCE.

WATCHES AND JEWELRY.

MUSICAL INSTRUMENTS.

$20,000

FOR THE SOUTH.

FOR CALIFORNIA.

# New-York Daily Times.

## LATEST INTELLIGENCE.

## OCTOBER ELECTIONS.

### Pennsylvania Elections.

PHILADELPHIA, Wednesday, Oct. 11.

[illegible]

In the Fourth—JACOB BROOM, Whig and Native, is elected by [illegible] maj. over [illegible], Dem.

[illegible]

In Erie city, BIGLER's majority is [illegible].

BRADSHAW, Whig and Anti-Nebraska, is again elected to Congress in the Seventh District.

[illegible]

PITTSBURGH, Wednesday, Oct. 11.

[illegible]

All the above are Whig gains.

[illegible]

READING, Wednesday, Oct. 11.

[illegible]

ERIE, Wednesday, Oct. 11.

[illegible]

### Ohio Election.

CINCINNATI, Wednesday, Oct. 11.

The following Congressmen have been elected in this State:

First District—T. C. DAY, Whig and Anti-Nebraska. [illegible]

[illegible]

### Indiana and Ohio Election.

[illegible]

### Municipal Election in Baltimore.

BALTIMORE, Wednesday, Oct. 11.

[illegible]

### Indiana Election.

[illegible]

## PENNSYLVANIA.

[illegible]

BOSTON, Wednesday, Oct. 11.

The Know-Nothings [illegible] the following nominations for Congress, in Massachusetts:

[illegible]

### By the Southern Mail—From Corpus Christi—Marine Disasters.

BALTIMORE, Wednesday, Oct. 11.

New-Orleans papers of Wednesday and Thursday last have been received.

[illegible]

### Arrest on a Charge of Robbing the Mail—Soft Nominations for Congress—U. S. Arsenal to be Sold, &c.

ALBANY, Wednesday, Oct. 11.

[illegible]

### Fire at Pottsville.

POTTSVILLE, Tuesday, Oct. 10.

A very large fire is now raging here, in the rear of Centre-street. [illegible]

### Verdict against Capt. Rice for Shooting Two Men.

QUEBEC, Wednesday, Oct. 11.

[illegible]

### Departure of the America.

BOSTON, Wednesday, Oct. 11.

The Cunard steamship America, Capt. N. LANG, sailed at noon for Liverpool via Halifax, [illegible]

### The Florida at Savannah.

SAVANNAH, Tuesday, Oct. 10.

The steamship Florida arrived this (Tuesday) morning from New-York.

### The Burning of the Steamer Princess.

NEW-ORLEANS, Tuesday, Oct. 10.

[illegible]

## NEW-YORK CITY.

### CITY POLITICS.

In the Fifth Ward, ABRAHAM ELDINGER was [illegible]

[illegible]

### Whig County Nominating Convention.

The Whig City Convention [illegible]

[illegible]

### Third District Congressional Convention.

[illegible]

The Convention then adjourned to Friday night.

### Soft-Shell Judiciary Convention.

[illegible]

[illegible]

PHALON'S PAPHIAN LOTION.—It is hard to say whether this extraordinary cosmetic is most useful in Winter or in Summer. [illegible]

SOMETHING NEW.—DURNO'S CATARRH SNUFF. [illegible]

[illegible]

EDWARD C. HYDE.

TOM HYER.—The portrait of the Champion of America [illegible]

The National Police Gazette of this week [illegible]

THE LATE CAPT. LUCE.—[illegible]

## MARRIED.

[illegible]

## DIED.

[illegible]

## COMMERCIAL AFFAIRS.

[illegible]

[illegible]

We had later foreign news, by a week, this forenoon, [illegible]

[illegible]

The list of sales at the Stock Exchange shows a decided improvement in Railroad Shares, [illegible]

Money affairs do not improve much to borrowers outside the Stock circle. [illegible]

The Pacific Mail Steamship Company hold a general meeting of the stockholders to-morrow, (Thursday,) at 12 o'clock, at the office of HOWLAND & ASPINWALL; [illegible]

The regular Auction sale of Stocks and Bonds, by Mr. A. H. NICOLAY, takes place on Thursday, at 12½ o'clock, Merchants' Exchange.

The September returns from the leading Railways of the country continue to come in exceedingly large. [illegible]

The new Lake Michigan Shore Road, from Chicago to Milwaukee, is, we understand, being prosecuted to completion by responsible contractors, [illegible]

The following extract is from a private letter from Boston in regard to the New-Haven question:

[illegible]

The London Times of Sept. 28 has the following notice of the recovery of the New-York Stock Market:

[illegible]

### Boston Banks.

[illegible]

### Markets by Telegraph.

NEW-ORLEANS, Tuesday, Oct. 10.

[illegible]

### Passengers Sailed.

[illegible]

### Passengers Arrived.

[illegible]

## MARINE INTELLIGENCE.

### PORT OF NEW-YORK, WEDNESDAY, OCT. 11.

#### Cleared.

[illegible]

#### Arrived.

[illegible]

#### Sailed.

[illegible]


## AMUSEMENTS.

ACADEMY OF MUSIC, [illegible]

MADAME GRISI [illegible] SIGNOR MARIO [illegible]

NIBLO'S GARDEN.—[illegible]

CRYSTAL PALACE.—[illegible]

WILLIAM MASON WILL GIVE A CONCERT [illegible]

CONSERVATORY OF MUSIC, [illegible]

LIGHT AND MUSIC OF THE CRYSTAL PALACE.—[illegible]

REOPENING OF LOCKWOOD'S PAINTING OF THE LAST JUDGMENT.—[illegible]

METROPOLITAN THEATRE.—BROADWAY.—[illegible]

BROADWAY THEATRE.—[illegible]

WALLACK'S THEATRE.—[illegible]

BURTON'S.—[illegible]

PURDY'S NATIONAL THEATRE.—[illegible]

BARNUM'S AMERICAN MUSEUM.—[illegible]

GEO. CHRISTY & WOOD'S MINSTRELS.—[illegible]

WOOD'S ETHIOPIAN MINSTRELS, AT MECHANICS' HALL, [illegible]

BUCKLEY'S ETHIOPIAN OPERA HOUSE, [illegible]

[illegible]

MENTAL ALCHEMY.—[illegible]